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CITY OF ALHAMBRA

GENERAL PLAN

GENERAL PLAN

Alhambra



*Gateway to the
San Gabriel Valley*

**City of
Alhambra**



CITY OF ALHAMBRA

GENERAL PLAN

Adopted: November 10, 1986

Amended: June 8, 1987

Prepared by:

COTTON/BELAND/ASSOCIATES, INC.
1028 North Lake Avenue, Suite 107
Pasadena, CA 91104

Prepared by: City of Alhambra
Department of Housing and Community Development
111 South First Street
Alhambra, CA 91801

With the assistance of: Cotton/Beland/Associates, Inc.
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Pasadena, CA 91104



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RESOLUTION NO. R36-280

A RESOLUTION OF THE ALHAMBRA CITY COUNCIL
ADOPTING A REVISED GENERAL PLAN FOR THE
CITY OF ALHAMBRA IN ACCORDANCE WITH
SECTION 65300, ET SEQ., OF THE GOVERNMENT
CODE OF THE STATE OF CALIFORNIA

WHEREAS, the Director of Housing and Community Development, in his report dated October 31, 1986, a copy of which is on file in the office of the City Clerk as F 86-19 and by this reference incorporated herein and made a part hereof as though fully set forth herein, has reported to the Alhambra City Council that:

1. For approximately the past two years, the Alhambra City Planning Commission and the City Council have been studying a revised General Plan for the City; and, that after extensive deliberation and discussion, the proposed General Plan which would update the City's present General Plan is now ready for consideration and formal action by the Alhambra City Council; and,
2. City Staff hosted a series of six community meetings to solicit public opinion on the new Plan during September, 1986; and,
3. On October 7, 1986, the Alhambra City Planning Commission held a special hearing to receive public testimony on the revised General Plan and the Environmental Impact Report which was prepared in connection therewith; and, at the conclusion of such public hearing, said Planning Commission recommended that the Alhambra City Council approve and adopt said Environmental Impact Report and General Plan subject to the following revisions:
 - (a) That the open space designation be applied to all public and private schools;
 - (b) That Sears and the area designated as General Commercial - Regional Restricted be designated as Industrial; and,

-1-

I hereby certify that the foregoing document is a full, true, and correct copy of

Resolution R36-280
on file in the office of the City Clerk of the
City of Alhambra, California.

Dorothy Dubravac
City Clerk
Lupe Galvan Deputy

- (c) That an Item No. 6 be added to the Implementation Element under the proposed changes to the Zoning and Subdivision Ordinances to consider revision of variations for all residential projects including senior citizen and low/moderate income housing; and,
4. City Staff agrees with the aforesaid recommended changes suggested by the Planning Commission; however, since a complete application for a Planned Development Permit has been submitted by the Price Club, Staff has recommended to the Alhambra City Council that the modification discussed hereinabove in Item 3 (b) not be implemented;

and,

WHEREAS, pursuant to the provisions of Section 65090 of the Government Code of the State of California, notice of public hearing before the Alhambra City Council was duly given, and on November 10, 1986, such hearing was duly held before the Alhambra City Council, at which time all testimony whether oral or written was duly heard and considered;

NOW, THEREFORE, BE IT RESOLVED by the Alhambra City Council as follows:

SECTION ONE: This Council has received and considered the initial study conducted with respect to said General Plan; and, as a result of its said consideration and the evidence presented at the hearing on the same matter, this Council hereby finds and determines that the Environmental Impact Report heretofore filed and proposed as a result of said initial study is appropriate; hereby finds that the said Environmental Impact Report has been prepared and duly considered pursuant to the provisions of the California Environmental Quality Control Act of 1970, as amended; and, therefore, hereby approves such Environmental Impact Report.

SECTION TWO: This Council hereby finds and determines that the City of Alhambra has carefully considered the revised General Plan and has noticed and held the required public hearings. This Council hereby further finds and determines that said revised General Plan consists of those elements required to be included therein by law and in addition contains all of the elements permitted to be included; that said revised General Plan provides a suitable and logical plan for the future development of the City of Alhambra, and is consistent with the objectives,

policies, general land uses and programs of the City of Alhambra; and that the approval of said revised General Plan would not be detrimental to the public interest, health, safety, convenience or welfare.

SECTION THREE: As recommended by the Alhambra City Planning Commission, this Council hereby orders that the revised General Plan, as submitted, be amended to provide as follows:

- (a) The open space designation shall be applied to all public and private schools; and,
- (b) In the Implementation Element under the proposed changes to the Zoning and Subdivision Ordinances - Residential Land Use, add a No. 6 to read as follows: Consider revision of the Zoning Ordinance regarding administration of variations for all residential projects including senior citizen and low/moderate income housing.

This Council hereby concurs with City Staff that the Planning Commission's recommendation to designate as Industrial Sears and the area designated as General Commercial - Regional Restricted should not be implemented since a complete application for a Planned Development Permit covering property within such area has been submitted by the Price Club.

SECTION FOUR: This Council hereby approves that certain document entitled, City of Alhambra General Plan, dated July, 1986, and prepared by Donald A. Cotton, Inc., as amended hereinabove by Section Three, and hereby adopts the same as the General Plan of the City of Alhambra under the authority of the California Government Code.

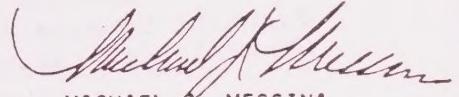
SECTION FIVE: Pursuant to Section 65400 of the Government Code of the State of California, this Council hereby directs the Alhambra City Planning Commission to

- (a) Investigate and make recommendations to the City Council regarding reasonable and practical means for implementing said General Plan so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in said General Plan; and,
- (b) Provide an annual report to the City Council on the status of such General Plan and progress in its implementation.

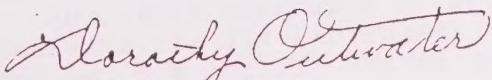
SECTION SIX: The General Plan, as amended, adopted hereby supersedes and replaces and any all other General Plans

) of the City of Alhambra, including any and all amendments thereto, which such General Plans and Amendments shall no longer be of any force or effect.

Signed and approved this 10th day of November, 1986.

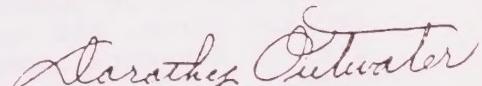

MICHAEL J. MESSINA
Mayor

ATTEST:


DOROTHY OUTWATER
City Clerk

I HEREBY CERTIFY that the above and foregoing resolution was duly passed and adopted by the Alhambra City Council at its regular meeting held on the 10th day of November, 1986, by the following vote, to wit:

AYES: COUNCILMEN BUNKER, BURKE, WILLIAMS, MESSINA
NOES: NONE
ABSENT: COUNCILMAN BLANCO


DOROTHY OUTWATER
City Clerk

City Atty
6-4-87FM
6-8-87Rev.

RESOLUTION NO. R87-59

A RESOLUTION OF THE ALHAMBRA CITY COUNCIL
AMENDING THE GENERAL PLAN WITH RESPECT TO
ALLOWABLE DENSITIES WITHIN THE HIGH-
DENSITY AREAS OF THE CITY OF ALHAMBRA
EFFECTIVE AS OF OCTOBER 8, 1987

WHEREAS, there is in effect a duly adopted General Plan for the City of Alhambra designating all property within the City of Alhambra for certain land uses; and,

WHEREAS, an Initial Study of Environmental Impact has been prepared for the project in accordance with the California Environmental Quality Act (CEQA); and, pursuant to the State CEQA Guidelines Section 15153, the Final Environmental Impact Report (FEIR) is being circulated for public review and comment on the subject project; and,

WHEREAS, the General Plan amendment which is the subject of this resolution was the subject of duly noticed public hearings before the Alhambra City Planning Commission on May 18, 1987 and the Alhambra City Council on June 8, 1987, at which times both public bodies heard and considered the evidence presented on the amendment;

NOW, THEREFORE, BE IT RESOLVED by the Alhambra City Council as follows:

SECTION ONE: Based upon the evidence presented to the Alhambra City Council at said hearing, this Council hereby finds and determines that:

1. The adoption of the amendment to the General Plan as set forth hereinbelow is in the best interests of the public health, safety and general welfare of the City of Alhambra and its citizens and is consistent with good zoning and planning practices; and,
2. In amending the City's General Plan, this Council has duly considered the effects of the decision on the housing needs of the region in which the City is located and balanced those needs against the public service needs of the City residents and available fiscal and environmental resources; and,

3. The said amendment is in conformity and consistent with the goals and objectives of the City's General Plan.

SECTION TWO: This Council has considered the initial study conducted with respect to said General Plan amendment; and as a result of its said consideration, this Council hereby finds and determines that the Environmental Impact Report as heretofore filed and proposed as a result of said initial study is appropriate and hereby finds that the said Environmental Impact Report has been prepared and considered pursuant to the provisions of the California Environmental Quality Act of 1970, as amended, and hereby approves the said final Environmental Impact Report.

SECTION THREE: This Council hereby approves amending the General Plan of the City of Alhambra, which was adopted by Resolution No. R86-280 on November 10, 1986, with respect to allowable densities within the high-density areas of the City of Alhambra to provide as follows:

Citywide: Allowable density in high-density areas shall be reduced from 30 dwelling units per acre to 24 dwelling units per acre.

For lots greater than 20,000 square feet, the density may be increased to up to 30 dwelling units per acre.

Downtown incl. CBD: Allowable density in high-density areas shall be reduced from 30 dwelling units per acre to 24 dwelling units per acre.

For lots greater than 20,000 square feet, the density may be increased to up to 43 dwelling units per acre;

and the City's Consultant, Cotton/Beland Associates, is hereby instructed to modify said General Plan to reflect the aforesaid action of the City Council.

The allowable densities set forth in this Section Three shall not apply to nor govern those applications for land use entitlements which have been and/or shall be heard by the Alhambra City Planning Commission prior to October 8, 1987.

SECTION FOUR: Said amendment to the General Plan set forth hereinabove in Section Three shall become effective four months (i.e.; on October 8, 1987) after the date of this resolution's adoption, including the 30-day referendum period to which this resolution and the actions taken thereby is subject by law.

Signed and approved this 8th day of June, 1987.

J. PARKER WILLIAMS

Mayor

ATTEST:

FRANCES A. MOORE

City Clerk

I HEREBY CERTIFY that the above and foregoing resolution was duly passed and adopted by the Alhambra City Council at its regular meeting held on the 8th day of June, 1987, by the following vote, to wit:

AYES: COUNCILMEN BUNKER, MESSINA, BLANCO, BURKE, WILLIAMS
NOES: NONE
ABSENT: NONE

FRANCES A. MOORE

City Clerk

Land Use Element



LAND USE ELEMENT

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Alhambra General Plan

Land Use Element

The Land Use Element describes the future relationship of physical development in the City based on existing and anticipated land use. The General Plan Land Use Policy Map, located in the back cover pocket, designates the proposed general distribution and location of land for housing business, industry, open space, education uses and for public buildings and grounds.

The Land Use Element encompasses the concerns of the other general plan elements and synthesizes all land use issues, constraints and opportunities. The City's intentions for development, redevelopment, growth and preservation over the next fifteen to twenty years are expressed through the adoption of the Element.

1.0 ORGANIZATION OF THE ELEMENT

Land use issues and concerns were identified in a series of public meetings that included goals setting and discussions of approaches to problem solving. A comprehensive data base was used to define existing conditions and develop projections, and an evaluation of several alternative land use concepts was made in developing a long-term land use plan for the City. The results of these analyses are summarized from the General Plan Background Report (Appendix A) in the following Section 2.0 Findings.

The Land Use Element is organized around the issue areas identified through public participation and analysis and includes investigation of State mandated topics. These are:

- the land use mix
- land use compatibility
- infrastructure constraints
- potential for flooding
- level of public services and location of public facilities
- parking management

The goals of the Element follow the Findings Section. Section 4.0 presents the Land Use Plan, consisting of land use policies, a description of land use designations and calculations of Plan capacity. Recommendations for implementation of land use policies are included in the Implementation Element.

)

2.0 FINDINGS -

Findings that provided direction in the selection of a land use plan to guide the City over the next 15 to 20 years are divided into three sections: Problem Identification, Assessment of Future Needs and Conditions, and Principles for Land Use Plan Selection.

2.1 Problem Identification

- 2.1.1 Multi-family development is permitted in areas which are now predominantly single family with strong neighborhood identification. The viability and stability of these neighborhoods has been adversely affected in areas where multi-family development has already occurred.
- 2.1.2 Conflicts have occurred when areas designated in the General Plan and Zoning Ordinance permit densities which are higher than existing development in residential neighborhoods.
- 2.1.3 Residential uses abut high-volume traffic arterials.
- 2.1.4 School yard areas have been designated as one source of community open space. In this era of increasing school enrollment, real open space is diminished by the construction of new classrooms in the school yards.
- 2.1.5 Entry points to the City are either not clearly defined or are not developed with uses consistent with major traffic corridors.
- 2.1.6 Land use incompatibility exists where commercial and industrial uses abut residential uses. Intensification of commercial uses, particularly in "strip" development patterns negatively impacts neighborhoods because of increased traffic, inadequate parking, odors and noise.
- 2.1.7 The City does not have sufficient area devoted to "regional" retail uses. As a result, surrounding cities capture potential sales that can be held in Alhambra.
- 2.1.8 Growth of the older developed commercial areas is limited by inadequate parking and insufficient available land area for expansion.
- 2.1.9 There is evidence of older commercial buildings in need of rehabilitation and/or repair.
- 2.1.10 The recent increase in population and building in the City has resulted in adverse impacts on the City's ability to continue providing adequate levels of service.

2.2 Future Needs and Conditions

- 2.2.1 Although water supply sources are adequate and there is available capacity for solid and liquid waste disposal, substantial capital investment is required in the City's sewerage system and water system facilities to meet projections of "buildout" under the 1976 General Plan.
- 2.2.2 Flooding problems in the City are limited to localized problem areas resulting from inadequate drainage capacity.
- 2.2.3 Population and housing trends have been identified as follows:
 - an increase of households with small children and a proportionate increase in average number of persons per household
 - a significant increase in overcrowding conditions
 - a significant increase in the number of persons identifying themselves as Asian
 - a trend toward non-White households composed of families with young children. This trend is expected to continue and accounts for the accelerating changes in population and housing characteristics.
 - a change in the ethnic composition of the minority population
 - a continuation of the trend towards a higher proportion of single person households
 - an accelerating change in the housing stock from single-family units to multi-family units
- 2.2.4 Because the 1976 General Plan identifies land use densities much higher than existing land uses, a substantial increase in population would occur if the City were "built-out" to permitted densities. The ultimate population potential for Alhambra under the 1976 Plan is estimated to be over 120,000 persons based on the following:
 - maximum buildout of land currently zoned for residential use would result in an increase of over 8,000 units or over 25% of the current number of housing units.
 - the average number of persons per household increased slightly from 2.4 persons per household in 1970 to 2.5 persons per household in 1980 despite an increase in the total number of single person households.
 - non-residential land uses in residential zones such as utilities, churches and schools have a long term potential to be converted to residential uses.

2.3 Principles for Land Use Plan Selection

- 2.3.1 The character of existing low density neighborhoods shall be maintained in those areas predominantly developed with single-family uses exhibiting strong neighborhood identification.
- 2.3.2 New residential development and redevelopment to higher densities shall be encouraged in those areas where the adopted land use plan directs such development as part of the overall land mix for the City.
- 2.3.3 Where appropriate, commercial land uses shall be intensified or expanded when proper land is available.
- 2.3.4 The Redevelopment Plan shall provide the direction for land-use planning in those areas defined as redevelopment project areas.

3.0 GOALS STATEMENT

The goal of the Land Use Element is:

To manage the use of land so growth, development and redevelopment occur in an orderly and beneficial manner which recognizes and is sensitive to opportunities and constraints imposed by the City's infrastructure, and environmental and social resources.

4.0 LAND USE PLAN

The Land Use Element defines land use policy for the City through the element text and the General Plan Land Use Policy Map. The Land Use Map describes the general pattern of land uses at buildout, anticipated to be reached by the year 2005.

The Land Use Policy Map should be interpreted only as a general guide to the amount, type and relationship of land uses. Zoning decisions should be made in the context of adopted policy as expressed in both the General Plan text and the Land Use Policy Map. For these reasons, more than one zoning classification may be necessary to implement a single General Plan land use designation.

4.1 Policies

- Policy 4.1.1 Promote growth, development and redevelopment that recognizes the costs, benefits and trade-offs, both social and economic, of the capacities of the natural and man-made environment of the City.
- Policy 4.1.2 Continue to encourage and support an adequate level of public services to meet the needs of the existing and future planned population.

- Policy 4.1.3 Encourage land use patterns that minimize incompatibility between uses.
- Policy 4.1.4 Promote better mitigation of conflicting uses through known techniques for eliminating conflicts for industrial and commercial areas adjacent to residential areas.
- Policy 4.1.5 Encourage the maintenance or improvement of the existing quality of life for all City residents.
- Policy 4.1.6 Promote the preservation, maintenance and enhancement of existing, identifiable residential neighborhoods.
- Policy 4.1.7 Discourage scattered multi-family development and encourage the preservation of existing, stable, single family neighborhoods.
- Policy 4.1.8 Encourage the assembly and preservation of large land parcels to facilitate economically viable commercial and industrial development and redevelopment.
- Policy 4.1.9 Continue to encourage the elimination and prevention of the spread of blight in deteriorating areas through the redevelopment planning process.
- Policy 4.1.10 Encourage the development of commercial land uses that enhance the City's share of the regional retail sales market.
- Policy 4.1.11 Continue to encourage and support adequate parking through a parking management plan.
- Policy 4.1.12 Encourage only those land uses that meet the goals, objectives, policies and intent of the General Plan.

4.2 Land Use Designations

The Land Use Element designates ten categories of land use. These include three categories of varying densities of residential use, three categories of commercial use, an industrial category, a parking category, an open space category and a public facilities category.

4.2.1 Residential Land Use

Three residential land use designations are defined to meet Plan policies for housing: low density, medium density and high density. In addition, Plan policy calls for selected areas within the high density range to be eligible for a density bonus within established criteria.

Low Density Residential (1-5 Units per Acre)

Areas designated low density residential are principally for single-family detached residential development. The designation is defined for areas currently developed in this manner that have established a strong neighborhood identification. Approximately 24 acres of vacant land are designated for low density residential development.

Medium Density Residential (6-12 Units per Acre)

This land use designation applies to areas in which maximum development densities of greater than 5 dwelling units per acre are allowed up to 12 units per acre. Housing types within the designation include single-family detached units, duplexes, triplexes and four-plexes. The designation defines those areas developed to medium densities that wish to preserve a lower density character and appearance as well as those areas in which new residential development is anticipated.

High Density Residential (13-24 Units per Acre)

This designation is intended to accommodate a variety of multi-family housing types including garden style units and townhouses. Development proposals in the high density range are to be reviewed to ensure that they meet the intent of the General Plan and a residential planned development permit (RPD) is required. Growth in areas with this designation is anticipated to be a result of land recycling to higher densities and development of 17 acres of vacant land.

Density bonuses may be granted for larger lot developments in the high density areas. The intent of these density bonuses is to encourage lot consolidation for more cohesive and attractive multiple-family development with more usable open space and other amenities for the residents. Projects to which this density bonus is applied must contain amenities above the standard in the zoning code for high density areas and the Planning Commission shall consider the type and location of amenities contained in the project in determining the amount of density bonus to grant. If a lot is 20,000 square feet the density may be increased to 30 dwelling units per acre. Senior citizen, affordable and redevelopment replacement housing may also be allowed this density bonus, provided the lot is at least 20,000 square feet.

In the high density areas surrounding the Central Business District, lots greater than 20,000 square feet may be allowed a density bonus providing for a total of 43 dwelling units per acre. These areas are indicated on the Land Use Policy Map. Senior citizen, affordable and redevelopment replacement housing may also be allowed this density bonus, providing up to 43 dwelling units per acre, as long as the lot is at least 20,000 square feet.

4.2.2 Commercial Land Use

Three commercial land use designations are defined to meet Plan policies for commerce in the City. Future commercial development is expected to serve local residents and meet regional needs as well as expand the employment base in the City.

Commercial Planned Development Permits (CPD) are required for development within all commercial land use designations because of the land use problems resulting from extensive strip commercial development along major arterials and to meet Plan policies calling for an expansion of commercial activity when such expansion benefits the community. The policies and criteria to be used in the granting of such permits are identified in the Implementation Element.

General Commercial

The general commercial designation provides for a broad range of retail and service commercial activities at varying densities. The majority of commercially zoned land in the City is in this designation. Two subcategories have been identified for certain areas on the land use map. These subcategories are Auto Row and Regional Commercial.

Office-Professional Commercial

The office-professional designation is a more restrictive land use category designating areas for professional, financial, administrative, medical and general business office use. These uses are generally compatible with most other land uses and are encouraged as buffer or transitional uses in sensitive areas. Because this designation is intended to function in this way, the type of building anticipated is to be of a low and medium rise (1-5 stories) type; the approval of which is granted only after a finding of compatibility with surrounding uses is made.

Central Business District (CBD)

The CBD, or "downtown" area, is designated on the Land Use Policy Map for the purpose of developing a central, focal downtown area. The CBD designation meets Plan policy to discourage commercial and professional office use along Main Street while encouraging an intensification of both regional and local sales activity. The CBD designation is intended to provide for a multi-purpose residential and commercial district that will adequately meet the service needs of the surrounding neighborhoods.

Density bonuses for residential development on large lots (i.e. lots greater than 20,000 square feet) are available in this district. As with the High Density Residential surrounding the CBD, a density of up to 43 dwelling units per acre may be allowed with a minimum lot size of 20,000 square feet.

4.2.3 Industrial Land Use

The Land Use Policy Map has one industrial designation. The designation is intended to accommodate a variety of industrial activities which are non-polluting and can co-exist with surrounding land uses. Industrial development standards, applied through the use of an Industrial Planned Development Permit procedure, ensure appropriate standards are incorporated within a project design.

4.2.4 Parking

The parking designation is intended to serve commercial areas at the intersections of major arterials, and the downtown area, and Valley Boulevard in areas predominantly developed in the strip commercial pattern. The parking designation continues long standing City policy to provide parking in older commercial areas.

4.2.5 Public Facilities

The public facilities designation is a new Plan designation used to categorize the existing publicly-owned property and facilities with the exception of the Police Station on Woodward Avenue. The station site is anticipated to be developed with residential uses compatible with the existing neighborhood after the new station is completed.

4.2.6 Open Space

The open space designation includes those areas now providing open space, recreation and conservation resources to the City and those areas with the potential to further increase this inventory. Most school sites are included and parkland throughout the City continues to be a main source of open space. The City's open space program calls for increased awareness of the importance of open space as population increases and development continues to intensify.

4.3 Land Use Plan Development Capacity

Table 1 summarizes the acreage designated to each land use category of the Plan. Almost 70% of the total land area of the City is designated for residential land use, 12% for commercial use and 6% for industrial use.

TABLE 1
LAND USE PLAN SUMMARY

General Plan Designation			
Land Use	1984	Acres*	%
Residential	Low Density 1-5 units/acre	1369	35
	Medium Density 6-12 units/acre	674	17
	High Density 13-24 units/acre	646	17
	Total Residential	2689	69
Commercial	includes: General Commercial Office/Professional CBD	465	12
Industrial		218	6
Parking	Parking	31	1
Public Facilities		33	1
Open Space		458	11
Total Acres		3894	100

*Excludes approximately 1,100 acres of streets.

Vacant land in the City totals a little over 53 acres. Of this, 24 acres is designated for low and medium density residential use, 17 acres for high density, 5 acres for commercial and 7 acres for industrial. The majority of vacant land is located in scattered parcels of less than one acre. Future growth could consist of development of these parcels, intensification of currently underutilized parcels and redevelopment actions by both the City Redevelopment Agency and the private property owners.

Table 3 shows the number of housing units that could be demolished through conversion of residential lands to commercial or industrial use.

TABLE 3
LAND USE CONVERSIONS

Existing Use	Future Use	Units Demolished
Low density "R"	industrial/commercial	100
Low density "R"	commercial/office	390
Low/Medium density "R"	high density "R"	1,970
		—
		2,460

Future housing stock potential is shown in Table 4. If all residentially zoned land is entirely built out, the total number of housing units would be approximately 34,300. However, it is unlikely that the City would reach residential build out.

The housing stock could increase by over 4,000 units over the next 15 to 20 years for a net increase of approximately 2,000 units. The increase would be primarily in multi-family units. The future housing stock will be a mixture of unit types but predominantly multi-family.

The population potential of the Plan is approximately 82,300 persons at full build out at maximum allowable density, based on an assumption of 2.4 persons per unit in 2005. This represents a 20.4% increase over the 1984 population of 68,300. A realistic maximum population number for the foreseeable future, i.e., the year 2000 to 2005, is in the 80,000 to 84,000 range. Variations in family size could further affect the numbers, most probably reducing the attainable population by several thousand persons since the number of persons per household is expected to decrease rather than increase.

TABLE 4
FUTURE HOUSING STOCK POTENTIAL

Residential Category	Maximum Dwelling Unit	Maximum Population
Low Density	6,895	16,548
Medium Density	8,256	19,814
High Density	19,132	45,917
	_____	_____
	34,283	82,279

- (1) Based on the maximum number of units per acre allowed in each Zoning category and the assumption that a proportion of the High Density acreage would be built out under the density bonus provision. This buildup number also assumes that 15% of the CBD will be developed with residential uses.
- (2) Based on an estimated average household size of 2.4.

legend

- Original Redevelopment Project Area - July, 1969
- Added Project Area "A" - June, 1981

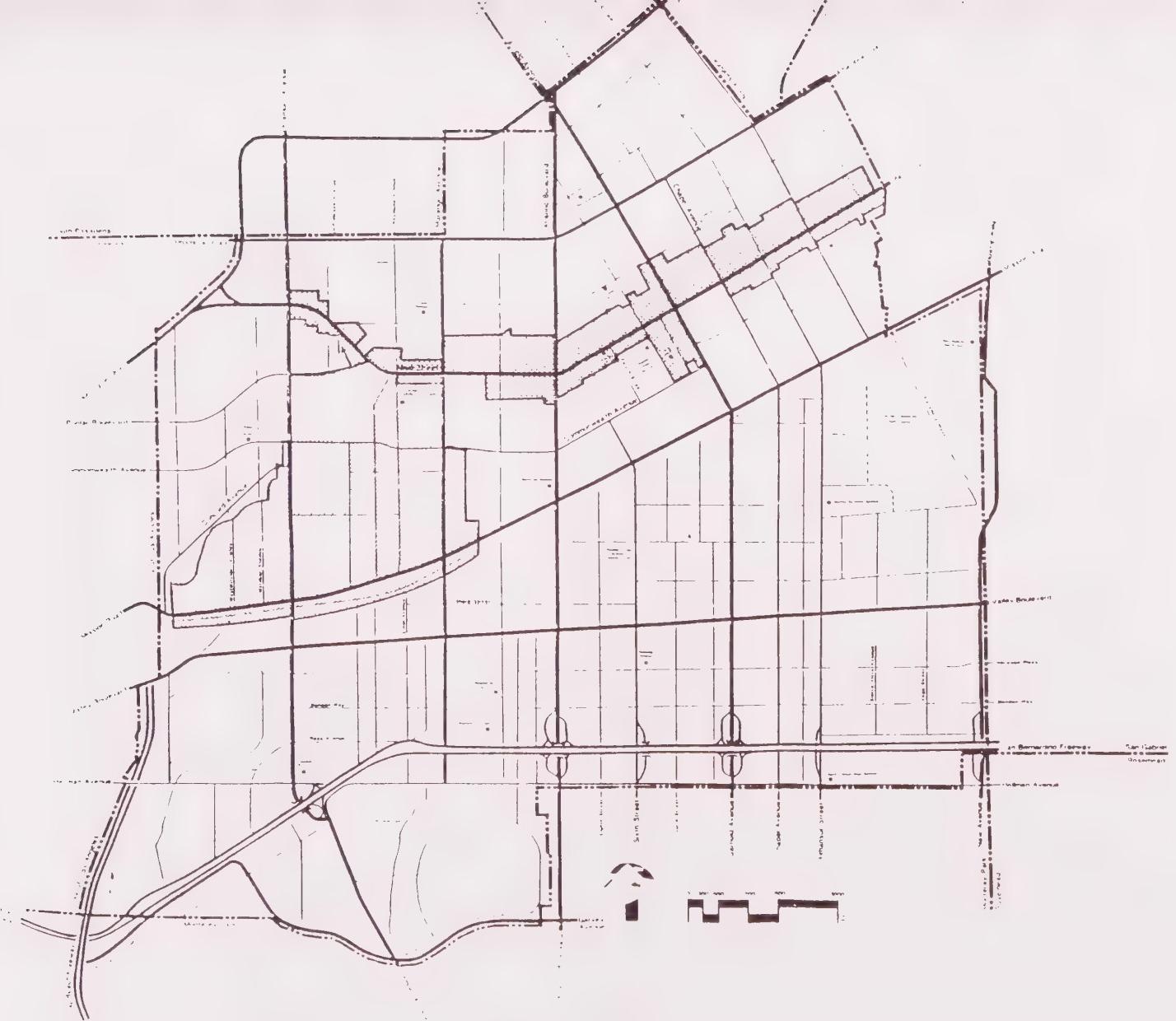
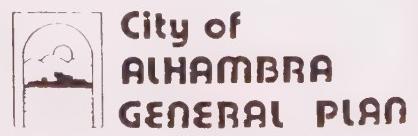
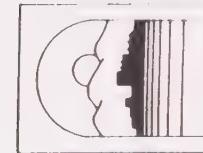


Figure 1:
Redevelopment
Project Areas



Housing Element



HOUSING ELEMENT

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Alhambra General Plan

Housing Element

The Housing Element is concerned with the supply of housing in Alhambra that is both suitable and affordable for all sectors of the City's population. The element examines existing conditions and, through analysis, identifies housing needs and presents programs to meet those needs. The Housing Element is linked closely with the Land Use Element to ensure that, through coordination of policies and designated land uses, the goals of the Housing Element are met.

1.0 ISSUE IDENTIFICATION

The Housing Element is organized into five issue areas identified by State requirements and local needs. Housing issues and concerns were identified in a series of public meetings conducted as part of a comprehensive General Plan revision.

- 1.1 Accessibility - Adequate and decent housing units must be accessible to all Alhambra residents regardless of handicap, race, economic status, age, marital status or size of household.
- 1.2 Affordability - Housing must be made available that is affordable to very low, low- and moderate-income households.
- 1.3 Preservation - Historically significant structures and stable single-family residential neighborhoods must be preserved.
- 1.4 Maintenance and Rehabilitation - The existing housing stock must be maintained and rehabilitated where needed and in accordance with adopted land use policy.
- 1.5 New Construction - New housing units in the City must be constructed to meet the housing needs of all sectors of Alhambra's present and future population.

2.0 FINDINGS

A comprehensive data base was developed for the General Plan Update Program to assess existing City conditions and identify current population, land use and development trends. This data base, included as Appendix A, The General Plan Background Report, provided a basis for analysis of the City's immediate and projected housing needs. In addition, Section 5.0 of the Element, beginning on Page 11, provides further background information and analysis in response to the specific Housing Element content requirements of State law. The findings of these analyses are presented in this section for summary purposes. Table HE-1, attached, summarizes the location of information required by State law.

TABLE HE-1: GUIDE TO DATA AND ANALYSIS REQUIRED BY STATE LAW

REQUIREMENT	GENERAL PLAN		BACKGROUND REPORT
	LAND USE	HOUSING	
Section 65583			
a. Needs Assessment and Inventory of Constraints and Resources			
1. Population and employment trends		X	Section II
2. Household and housing stock characteristics		X	Section II
3. Land inventory and analysis of infrastructure	X		Section III & VII
4. Governmental constraints	X		Section VI & VII
5. Nongovernmental constraints		X	Section II
6. Special housing needs		X	Section II
7. Energy conservation	X		Section II & V
b. Statement of Goals, Quantified Objectives and Policies		X	
c. Five-Year Housing Program			
1. Adequate sites		X	
2. Assist development of affordable housing		X	
3. Remove governmental constraints		X	
4. Conserve existing stock		X	
5. Promote equal access to housing		X	
d. Public participation		X	
Section 65584			
Regional Housing Needs Assessment prepared by SCAG		X	

2.1 Population Characteristics and Trends

- * There has been an increase in the number of households with small children and a proportionate increase in the average number of persons per household.
- * Continuing a trend first experienced in the 1970's, there has been a significant decrease in the white population and an increase in all minority groups, particularly Asians and Pacific Islanders.
- * The City's population increased 4.0% from 1970 to 1980 and 14.0% from 1980 to 1988. The population growth from 1989 to 1994 is expected to continue, but at a lower rate of about 1.5% per year.

2.2 Household Characteristics and Trends

- * The City can expect a continuation of the trend towards a higher proportion of single person households. The City remains, however, predominantly a family-oriented community.
- * The City is expected to continue to experience an increase in minority households with small children.
- * In 1980, 6.4 percent of Alhambra's households reported having at least one handicapped person.
- * Since 1970, the percentage of overcrowded households has doubled. These households are located primarily in areas where multi-family units are concentrated and household incomes are depressed.
- * Over forty percent of the households in Alhambra have minority heads.
- * The percentage of minority households, particularly Asian and Hispanic has increased significantly since 1980.
- * The percentage of female-headed households has remained essentially the same but is still significant.
- * In 1980, Alhambra's median income was 7 percent below the County median; was comparable to the surrounding cities of Pasadena, San Gabriel and Los Angeles; was significantly lower than that of South Pasadena and Monterey Park; and significantly higher than that of Rosemead.
- * Over 40% of Alhambra's households are considered low and very low income households. This is a slight increase from 1970.
- * Minority households, represent a disproportionate share of the total households below the poverty level.

- * Forty percent of renter households are paying more than the standard for affordability for housing.
- * About 15% of owner-occupied households are paying more than the standard for affordability for housing.

2.3 Employment

- * Over 60% of Alhambra's employed labor force work is in managerial/professional and technical, sales and administrative support careers.
- * In 1980, Alhambra's 4.2% unemployment rate was below the 6.0% County rate.
- * Over one-third of Alhambra's labor force works in the City of Los Angeles.
- * The SCAG Growth Management Plan projects an increase of 131,000 (27%) jobs in the Alhambra/Pasadena/Glendale area by 2010. The jobs/housing balance in the area is expected to increase from its current level of 1.10 to 1.15 by 2010. The Alhambra region is considered to be "housing-rich" by SCAG and will continue to be so in the near future.

2.4 Housing Stock

- * A majority of the land area in the City is designated by the existing General Plan and Zoning Ordinance for residential uses. In addition, residential uses are also permitted in commercial zones when developed with mixed-use projects. The City's multiple-family residential and commercial zones would be well-suited for the development of affordable housing and transitional housing.
- * There has been a significant increase in the number and percentage of multi-family units. This trend is expected to continue, but at a slower pace due to a decrease in the amount of land zoned but not already developed for higher densities.
- * Over half of the households in the City are renters.
- * Despite the increase in the number and percentage of multi-family units, over 45% of the housing stock was built before 1950.
- * Very low income households cannot afford the rents being charged in the City.
- * There is a lack of available rental units with three or more bedrooms.

2.5 Constraints on Housing Production

2.5.1 Land Inventory (Please see the Land Use Element, p. L-1 of this plan and Sections III and VII of the Background Report for further information on land available for residential development.)

- * There are approximately 36 acres of vacant land zoned for residential use that are expected to yield up to 500 dwelling units by 2004.
- * There are no vacant parcels over one acre in size in the City appropriate for residential development.
- * The majority of new residential development is expected to occur through recycling on parcels which are already developed. The City has adequate land zoned and available for higher density multiple family uses which are currently not built to the potential allowed by existing zoning regulations. It is estimated that such lots total approximately 250 acres and could yield up to 5,900 dwelling units by 2004. The proposed Valley Boulevard Specific Plan is expected to designate an undetermined amount of property now used for commercial purposes for multiple-family residential uses.

2.5.2 Physical Constraints

- * Noise from the I-10 Freeway and the Southern Pacific Railroad constrains the development of new housing in these high noise corridors because of the added cost of noise attenuation techniques in housing design and materials.

2.5.3 Market Constraints

- * Development of multi-family housing is generally less expensive to construct than single-family housing.
- * Financing costs have greatly increased residential development costs in recent years.
- * Housing costs in Los Angeles County are among the highest in the nation.
- * Manufactured housing is, in most cases, significantly less expensive than conventional construction.

2.5.4 Governmental Constraints

- * Existing City land use controls requiring discretionary review of all applications adds to the

processing time of applications and may be slowing the production of new housing units. However, virtually all development is infill and intensification of use, which requires careful review to minimize impacts on surrounding properties and City streets, water and sewer systems.

- * Existing City parking requirements for residential development are dependent on the size of the units. Larger units require a greater number of off-street parking spaces.
- * The City's Fee Schedule for processing development applications is based on actual costs of the services provided, and in most cases, representative of fees charged for similar services in other San Gabriel Valley cities.
- * The Board of Education has adopted a School Impact Fee on all new development, based on floor area, which does not appear to be constraining the pace of new construction applications.

2.5.5 Infrastructure Constraints

- * Existing sewer lines and the existing water service delivery system are expected to be able to serve planned development through 2004 and, therefore, do not present a constraint to housing.
- * Existing school overcrowding conditions present a secondary constraint on housing by reducing the potential market for new housing units in the City.

2.6 Summary of Housing Need - 1989-1994

- * Approximately 31% of all households (over 7,000 Households) in the City are paying more than the standard for affordability for housing (30% of income). These households may require assistance.
- * A number of households in the City fall into specific categories with special housing needs including homeless, elderly head, handicapped member, large family, overcrowded, minority head, female head, and income below the poverty level. Many households have more than one special need but at least 2,235 households have one or more. Consult Tables 11 and 12 and Section 6 of this Element for more detailed information.
- * According to SCAG population estimates, the City is expected to grow by approximately 1,614 households by 1994. SCAG provides a "Fair Share" breakdown of these expected households

into low and moderate income brackets. Lower income households often require some form of assistance in order to secure adequate, affordable housing. 1,008 of the 1,614 expected households fall within the very low, low, and moderate income categories.

- * Population growth projections indicate a need for an average of 323 new units per year through 1994 to meet the needs of all economic segments of the community.
- * Of the 1,614 new households expected to be formed during the 5 year planning period, over 60% are expected to consist of very low, low, and moderate income households.
- * Approximately 1,908 of the 29,195 dwelling units in the City (1988) are considered substandard. Approximately 559 units need to be replaced. The remaining 1,349 are in need of rehabilitation.

3.0 GOALS STATEMENT

The goals of the Housing Element are:

- 3.1 To provide decent housing in a satisfying environment that is accessible to all residents regardless of handicap, race, economic status, age, natural status or size of household.
- 3.2 To provide a range of housing by location, type and price to meet the growth needs of the City.
- 3.3 To preserve, where feasible, all historically significant structures and stable single-family residential neighborhoods in the City.
- 3.4 To preserve, maintain, and rehabilitate and/or replace existing, affordable housing in accordance with adopted land use policy.
- 3.5 To promote owner occupancy of housing.

4.0 HOUSING PROGRAM

The Housing Program section consists of the policies, objectives and actions the City shall undertake in order to achieve the goals of the Element. The section is organized around the issue areas identified in Section 1.0 and contains quantified objectives based on housing need analysis in the areas of conservation, rehabilitation and construction of housing. Table 1 presents a summary of the City's achievements to date and goals for the next five years. New construction objectives under the various density bonus programs reference the total number of affordable units, not the total number of units to be developed in projects benefiting from the bonuses.

4.0.1 ANALYSIS OF PRIOR GOALS, OBJECTIVES AND ACCOMPLISHMENTS

The housing programs set forth in this Element are generally similar to those included in the 1984 revision. Additional programs have been proposed to address policy areas that did not achieve significant levels of accomplishment over the latest 5-year period. Significant additions include modified density bonus programs to encourage provision of housing for those of very low income and to facilitate subsidized affordable housing. A second change reflects a growing realization of the need for higher quality larger scale residential projects. To this end, flexible development standards have been adopted to apply to larger residential sites. The third major change involves the possible expansion of the successful residential rehabilitation program to all residents, regardless of location. Subsidy levels would vary depending on income level.

The achievement levels of the City's various housing goals of 1984 were dependent largely on factors that were beyond the City's control. Economic conditions, levels of federal funding and competitive application processes have prevented or delayed many of the 1984 goals from being realized.

TABLE 1
SUMMARY OF PROGRAM ACCOMPLISHMENTS AND GOALS

4.1 Accessibility

PROGRAM:	Neighborhood Public Improvement Program (Handicapped Curb Cuts)
RESPONSIBLE AGENCY:	Community Development Department
FUNDING:	CDBG
GOAL (1984-1990):	n/a
ACHIEVED 1984 TO DATE:	n/a
GOAL (1989-1994):	Continue
COMMENTS:	Assuming federal funding continues to be available
PROGRAM:	Anti-Displacement Policy
RESPONSIBLE AGENCY:	Community Development Department
FUNDING:	General Fund
GOAL (1984-1990):	n/a
ACHIEVED 1984 TO DATE:	n/a
GOAL (1989-1994):	Continue
COMMENTS:	
PROGRAM:	Relocation Requirements on Private Developments
RESPONSIBLE AGENCY:	Community Development Department, Redevelopment Agency
FUNDING:	General Fund, Redevelopment tax increment, private developers
GOAL (1984-1990):	n/a
ACHIEVED 1984 TO DATE:	n/a
GOAL (1989-1994):	Continue
COMMENTS:	
PROGRAM:	General Plan
RESPONSIBLE AGENCY:	Community Development Department
FUNDING:	General Fund
GOAL (1984-1990):	n/a
ACHIEVED 1984 TO DATE:	n/a
GOAL (1989-1994):	Continue
COMMENTS:	

PROGRAM: Uniform Building Code Accessibility Standards
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): Continue
COMMENTS:

4.2 Affordability

PROGRAM: Density Bonuses for Very Low, Low and Moderate Income Households
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): 75 low and moderate income units
ACHIEVED 1984 TO DATE: 23 low and moderate income units
GOAL (1989-1994): 120 very low, low and moderate income units
COMMENTS:

PROGRAM: Section 8 Rental Assistance - Existing Units
RESPONSIBLE AGENCY: Los Angeles County Housing Authority
FUNDING: HUD
GOAL (1984-1990): 250 units
ACHIEVED 1984 TO DATE: 400 units
GOAL (1989-1994): 85 units
COMMENTS:

PROGRAM: Section 8 Rental Assistance - New Units
RESPONSIBLE AGENCY: Los Angeles County Housing Authority
FUNDING: HUD
GOAL (1984-1990): 20 units
ACHIEVED 1984 TO DATE: 15 units
GOAL (1989-1994): 20 units
COMMENTS:

PROGRAM: New Construction Housing Assistance for seniors through Section 202 and Section 8 programs
RESPONSIBLE AGENCY: Community Development Department
FUNDING: HUD
GOAL (1984-1990): 100 senior units
ACHIEVED 1984 TO DATE: 0 senior units
GOAL (1989-1994): 75 senior units
COMMENTS: Must compete for nationwide HUD funding

PROGRAM: Affordable Housing Incentives Program
RESPONSIBLE AGENCY: Community Development Department,
Redevelopment Agency
FUNDING: General Fund, Redevelopment housing fund
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): 50 affordable units
COMMENTS:

PROGRAM: Manufactured Housing Policy
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: 6 units
GOAL (1989-1994): Ongoing
COMMENTS:

PROGRAM: Planned Unit Development Standards
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): Ongoing
COMMENTS:

4.3 Preservation

PROGRAM: Tax exempt Rehabilitation Funding
RESPONSIBLE AGENCY: Community Development Department,
Redevelopment Agency
FUNDING: General Fund, Redevelopment tax increment
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): Continue
COMMENTS:

PROGRAM: Survey of Historic Resources
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund, Redevelopment tax increment,
State of California
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: 637 properties surveyed
GOAL (1989-1994): n/a
COMMENTS: Continue

PROGRAM: Historic Preservation Ordinance
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): Ongoing
COMMENTS:

PROGRAM: Land Use Element Update: Density reductions to preserve single family neighborhoods
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: 300 properties
GOAL (1989-1994): None
COMMENTS: Program completed

4.4 Maintenance & Rehabilitation

PROGRAM: Property Maintenance Enforcement
RESPONSIBLE AGENCY: Code Enforcement
FUNDING: General Fund, CDBG
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): Ongoing
COMMENTS:

PROGRAM: Housing Code Enforcement
RESPONSIBLE AGENCY: Code Enforcement
FUNDING: General Fund, CDBG
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): Ongoing
COMMENTS:

PROGRAM: Residential Rehabilitation Rebates
RESPONSIBLE AGENCY: Community Development
FUNDING: CDBG
GOAL (1984-1990): 375 units
ACHIEVED 1984 TO DATE: 204 units
GOAL (1989-1994): 200 units
COMMENTS: Assuming federal funding continues to be available

PROGRAM: Low Interest Residential Rehabilitation Loans
RESPONSIBLE AGENCY: Community Development, Los Angeles County
FUNDING: CDBG, HUD
GOAL (1984-1990): 20 units
ACHIEVED 1984 TO DATE: 22 units
GOAL (1989-1994): 45 units
COMMENTS: Assuming federal funding continues to be available

PROGRAM: Deferred Residential Rehabilitation Loans
RESPONSIBLE AGENCY: Community Development
FUNDING: CDBG
GOAL (1984-1990): 100 units
ACHIEVED 1984 TO DATE: 107 units
GOAL (1989-1994): 85 units
COMMENTS: Assuming federal funding continues to be available

PROGRAM: Rental Rehabilitation Loans
RESPONSIBLE AGENCY: Community Development
FUNDING: CDBG
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: 15 units
GOAL (1989-1994): 35 units
COMMENTS: Assuming federal funding continues to be available

4.5 New Construction

PROGRAM: Land Use Element of General Plan
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): Update
ACHIEVED 1984 TO DATE: Update completed
GOAL (1989-1994): Ongoing
COMMENTS:

PROGRAM: Identification of Adequate Sites for Housing
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): Maintain existing inventory of residentially zoned land; make provisions to allow for development of housing to meet special housing needs of City residents
COMMENTS:

PROGRAM: Land Writedown and Acquisition Program
RESPONSIBLE AGENCY: Community Development Department,
Redevelopment Agency
FUNDING: General Fund, Redevelopment housing fund
GOAL (1984-1990): 100 units
ACHIEVED 1984 TO DATE: 15 units
GOAL (1989-1994): 100 units

COMMENTS:
PROGRAM: Acquisition and Replacement
RESPONSIBLE AGENCY: Community Development Department,
Redevelopment Agency
FUNDING: General Fund, Redevelopment housing fund,
CDBG
GOAL (1984-1990): 25 units
ACHIEVED 1984 TO DATE: 15 units
GOAL (1989-1994): 20 units
COMMENTS: Assuming federal funding continues to be available

PROGRAM: Zoning Ordinance - Revision of Density Bonus Provisions
RESPONSIBLE AGENCY: Community Development Department
FUNDING: General Fund
GOAL (1984-1990): n/a
ACHIEVED 1984 TO DATE: n/a
GOAL (1989-1994): Continue
COMMENTS:

4.1 POLICY: Ensure that housing is provided in Alhambra that is accessible to all City residents regardless of handicap, race, economic status, age, marital status or size of household by encouraging participation in and expansion of existing housing programs.

4.1.1 OBJECTIVE: Improve 20 units by 1994 to make access by handicapped and elderly persons easier:

- ° Enforce the provisions of the Uniform Building Code to ensure accessibility of all new and substantially remodelled housing developments to disabled people. This program will also benefit senior citizens.
- ° Improve neighborhood pedestrian facilities to ensure easy access by handicapped and elderly residents by continuing the Neighborhood Public Improvement Program involving the installation or construction of curbs, gutters, sidewalks, paving, curb cuts, park rehabilitation, CBD improvements, etc.

4.2 POLICY: Provide that displacement of low income households is avoided and, where necessary, is carried out in an equitable manner.

- ° Continue implementation of the City's Anti-Displacement Policy as expressed in the Redevelopment Plan.
- ° Continue to enforce existing Relocation Requirements on Private Sector Development. Regulation of private sector replacement of housing units includes requirements for notification of tenants, moving expenses, etc.
- ° Continue the Fair Housing Counseling Program to provide landlord-tenant and fair housing counseling. The City contracts with the Fair Housing Council of the San Gabriel Valley to provide this on-going service.

4.3 POLICY: Ensure an adequate supply of a variety of housing types in Alhambra to meet the needs of all economic segments of the community.

4.3.1 OBJECTIVE: Provide assistance to 350 households to meet special housing needs and make housing affordable to low and moderate income and elderly households.

- * - new program
- ° - existing program

- Continue the Density Bonus Program whereby developers are allowed a 25% density bonus for making affordable at least 25% of the total number of units in the project for low and moderate income households. 23 affordable housing units have been made available through this program between 1984 and 1989. The objective for the next 5 years is to add 100 affordable units in this way.
- * Modify the Density Bonus Program to allow an additional density bonus of 25% for providing at least 25% of the total number of units in a project for very low income households. The objective for the next 5 years is to add 20 affordable units in this way.
- Continue the Section 8 Rental Assistance program for new and existing units. The Section 8 Rental Subsidy Program provides for the payment of rental subsidies on behalf of eligible individuals and/or families leasing privately owned and existing dwelling units within the City. Section 8 makes up the difference between up to 30 percent of an eligible household's income and the market rent for their unit. In 1988, 422 households were participating in the program in Alhambra. If federal funding continues at current levels, an additional 85 households may be added to the program by 1994.
- Continue use of Section 202 in conjunction with Section 8 programs to provide housing units for senior citizens. This program, in conjunction with private developers, facilitates the construction of housing units suitable for elderly residents through flexible development standards. 95 units for seniors have been developed through the program to date. The objective for the next five years is to build an additional 75 units either with the 202 program or a similar federal program.
- * Adopt special density bonuses to allow densities of up to 4 times the highest residential density to facilitate Section 202 projects.
- Continue to make available the Affordable Housing Incentives Program to facilitate development of affordable units by the private sector. Incentives include land acquisition by public agencies, land value write-downs, flexible land use controls and development standards. The objective for this program over the next five years is 50 units.

* - new program

◦ - existing program

- Continue implementation of the City's Manufactured Housing Policy. This policy allows manufactured housing to be constructed on residentially-zoned lots if they are on fixed foundations and otherwise meet all other design and zoning requirements. Since the institution of this policy, there have been 6 single lot infill uses of manufactured housing in the City.
- * Development of Planned Unit Development (PUD) standards. Such flexible PUD standards will facilitate the development of larger multi-family projects. This flexibility can be used by the City to encourage the construction of affordable housing while still allowing the developer to realize a profit.

4.4 POLICY: Ensure the preservation of architecturally and/or historically significant residential structures where feasible.

- Identify historic structures in Alhambra worthy of preservation and investigate, with public participation, their potential for historic designation. A survey of over 600 historic structures in two neighborhoods was completed in 1985.
- * Continue the survey of historic buildings in additional neighborhoods in the next five years.
- * Adopt a historic preservation ordinance to establish guidelines for the preservation and protection of historic resources.
- Continue utilization of tax exempt financing through programs such as SB-99 and Marks Historical Financing.

4.5 POLICY: Provide for the rehabilitation of existing housing in areas designated for the preservation of existing neighborhood character and density.

4.5.1 OBJECTIVE: Rehabilitate 350 units by 1994.

- Continue enforcement of property maintenance regulations. The Alhambra Municipal Code declares that inadequately maintained property is a public nuisance. Identification of units not meeting City maintenance regulations can lead to rehabilitation of housing units.
- Continue enforcement of the housing Code to ensure that code violators are identified. The City can then provide counseling to homeowners of sources for rehabilitation assistance.

* - new program
 ◦ - existing program

- Continue to utilize the CDBG funded Housing Rehabilitation Rebate program to encourage rehabilitation of existing structures. This program provides rebates to homeowners from 40% to 100% of the rehabilitation improvements between \$200 and \$1000. Through this program 204 units have been rehabilitated between 1984 and 1988. The objective for this program for the next 5 years is to rehabilitate 200 units.
- Continue the CDBG funded Low Interest Loans to Homeowners Program to encourage rehabilitation. Through this program, loans are made available to homeowners for rehabilitation at a rate of 6%. Loans may be issued for a maximum of \$15,000 and a maximum term of 15 years. The City has one full-time staff person assigned to this and other rehabilitation programs. 22 loans were issued through this program between 1984 and 1988, and the objective for the next 5 years is 20 loans.
- * Investigate the expansion of the Residential Rehabilitation Loan program through the County Community Development Commission to allow all City residents to participate regardless of income levels. A sliding scale would be established which would tie the interest rate on a loan to the income level of the applicant. Higher income households would pay higher interest rates. The objective for this program over the next 5 years is 25 loans.
- Continue the CDBG funded deferred loan program to encourage rehabilitation. Through this program, loans are made available up to \$15,000 but payment is deferred until the improved property changes ownership. Through this program, 107 deferred loans were issued between 1984 and 1988, and the objective for the next 5 years is 85 loans.
- Continue the CDBG funded Rental Rehabilitation Loan Program to encourage rehabilitation of rental units. Through this program, loans are made available to owners of multi-family residential rental units with the stipulation that post-rehabilitation rents fall within the rent ceilings of the Section 8 rental assistance program. 15 rental units were rehabilitated through this program between 1984 and 1988, and the objective for the next 5 years is to rehabilitate 20 units.

* - new program
 ◦ - existing program

4.6 POLICY: Encourage the development and construction of a variety of types of housing for all economic levels of the population.

4.6.1 OBJECTIVE: Construct and/or make available land for the construction of 1,250 new housing units.

- ° Implement the General Plan by evaluating the consistency between directed residential land use intensification and the Zoning Ordinance.
- ° Encourage the construction of a mix of units for both single person households and families through the density bonus provisions of the Zoning Ordinance.
- ° Construct affordable units with the Redevelopment Agency housing fund.
- ° Maintain the current inventory of residentially zoned land.
- ° Locate residential uses in reasonable proximity to employment centers to provide convenient access.

4.6.2 OBJECTIVE: Identify adequate sites for the development of affordable housing and transitional housing.

- ° Utilize the following criteria for identifying and evaluating potential sites for affordable housing and transitional housing:
 - located with convenient access to public transportation, schools, recreational facilities, shopping areas and employment opportunities;
 - adequately served by public facilities, services and utilities;
 - minimally impacted by noise and blighted conditions;
 - compatible with surrounding existing and planned uses.
- ° Ensure that any adverse impacts resulting from the provision of affordable or transitional housing are minimized.
- ° Investigate the use of R-3 zoned property in the vicinity of major commercial streets for the development of affordable housing and transitional housing.

* - new program

° - existing program

- Examine the feasibility of mixed-use residential/commercial projects along major arterial streets.
- 4.7 POLICY: Monitor housing programs to ensure that City housing goals are met.
 - The City shall prepare an Annual Review Statement, as per Section 65588 of the Government Code, to evaluate the progress made in implementing housing element policies and programs and in meeting the City's housing goals.
 - The City shall continue to seek Community Development Block Grant funding (CDBG) and prepare a subsequent annual report to be submitted to the federal department of Housing and Urban Development.
 - The City shall annually review the Housing Assistance Plan to evaluate achievement of housing goals.
 - The City shall periodically evaluate housing programs to determine their status in meeting housing goals in terms of program effort, effectiveness, and efficiency.
 - The City shall assign one staff member to oversee all monitoring activities and to pursue new funding sources and programs which have the potential to assist in meeting City housing goals.
 - The entire Housing Element shall be revised in 1994 as required by State Law.

5.0 LAND INVENTORY

Alhambra has a relatively small amount of vacant land for new residential development. Recent surveys show that there are approximately 36 acres of vacant land suitable for residential development. This acreage is already served by the appropriate public services and infrastructure. An additional undetermined amount of commercially developed land may be designated for future residential development under the proposed Valley Boulevard Specific Plan.

It is estimated that the vacant acreage will lead to the creation of approximately 500 new residential units by the year 2004. This acreage is already served by the appropriate public services and infrastructure. The City's zoning regulations generally provide an accurate prediction of the actual number of

- * - new program
- - existing program

units that can be developed on a given parcel. Present zoning conditions allow for an additional 6,400 dwelling units and an ultimate population of 82,300 by the year 2004.

As a result of the relatively small inventory of vacant residential land, the ability to create additional housing in this manner is limited. Developers of housing in the City have generally looked to underutilized residential lots with multiple family zoning for development of new, higher density projects. The City estimates that there are approximately 250 acres of such land which could be suitable for infill development, which could yield approximately 5,900 units by the year 2004. Given the above facts, it can be concluded that sufficient development opportunities exist within the city.

The Background Report of the General Plan discusses four alternative concept plans for the City's future development. These alternatives were developed when the General Plan revision began in 1984. The completed General Plan was based primarily on Concept C, which emphasized maintenance of residential areas, with some expansion of commercial uses along major streets.

6.0 BACKGROUND INFORMATION AND ANALYSIS

A successful strategy for improving housing conditions must be preceded by an assessment of the housing needs of the community and region. This section discusses the components of housing need - that is, the trends in the City's population, households, and employment base and the type of housing available.

The analysis which follows is broken down into four major subsections. Section 6.1, Population Characteristics, analyzes the City of Alhambra in terms of demographic characteristics and attempts to identify any population trends that may affect future housing needs. Section 6.2, Household Characteristics, analyzes Alhambra in terms of households, or living groups, to see how past and expected household changes will effect housing needs. Section 6.3, Employment, contains information on occupations and employment sources of Alhambra residents as this directly affects the need for and location of housing. Section 6.4, Housing Stock, analyzes the housing units in Alhambra in terms of availability, affordability, and condition to identify programs which are needed to ensure that the existing and future housing stock meets the housing needs of every segment of the City's population. Analysis in each of these subsections in conjunction with the General Plan Background Report (Appendix A) provides a data base upon which decisions concerning programs and policies for the provision of adequate housing in the City can be founded.

6.1 Population Characteristics

The State Department of Finance identified the January 1987 population in Alhambra as 73,123 and the January 1988 population as 73,671. This increase, compared with 1980 population figures results in a 1980-88 growth rate of 14.0%. Growth in the City is expected to continue within the next 5 years at a rate of approximately 5.8 percent. This will result in a 1994 population of approximately 79,158.

The age characteristics of Alhambra's population changed slightly between 1980 and 1988. The most notable change was the increase in the percentage of the population between ages 30 and 49, and those over 65. This increase in the age of the population between 30 and 49 has implications for a need for housing for families with children and is evident in the number of requests for units with three and more bedrooms.

The racial and ethnic characteristics of Alhambra also changed between 1980 and 1988, the most notable change being the continuing increase in the percentage of persons declaring themselves Asian/Pacific Islanders.

Population growth over the next five years is expected to be accommodated through infill development on the few remaining vacant parcels, through intensification of existing residential densities and through a continuation of trends towards larger average household size and overcrowding. Table 2 summarizes anticipated population growth in 5 year increments through the year 2004. Each 5-year increment shows the projected population growth at the end of the increment.

6.2 Household Characteristics

Although the characteristics of individual members of the population are important for an understanding of growth and change in the City, the more useful unit for analysis is the household. The Bureau of the Census considers all people living in a dwelling unit as a household, whether or not they are related. A single person renting an apartment as well as a family living in its own house are both considered households. People who live in retirement or convalescent homes, dormitories, or other group living situations are not considered households.

There were 1,397 people living in group quarters in Alhambra in 1988. Although the Census showed an increase in the percentage of single person households and a decrease in the percentage of family households, Alhambra is predominantly a family-oriented community. As of January, 1988, the State Department of Finance estimated that there were 27,835 households in Alhambra. In 1980, there were 16,274 family households (62.7% of the total

TABLE 2
POPULATION PROJECTIONS

Period	Population Total	Population Increase	Growth Rate	Household Formations	Household Size	New Construction Need
1985-89	74,800	+3,500	5.0%	1,346	2.6	269 units/yr
1990-94	79,158	+4,358	5.8%	1,614	2.7	323 units/yr
1995-99	81,393	+2,235	2.8%	894	2.5	179 units/yr
2000-04	82,300	+907	1.1%	370	2.45	74 units/yr

Assumes:

- (1) average household size will continue to increase but then decrease slightly as single person households and elderly households increase as a proportion to total population.
- (2) growth will slow after 1994 as the City approaches build out status.
- (3) vacancy rates are assumed to be below 5%.

households) in the City. This is a noteworthy decrease from 1970 when family households comprised 68.6% of the total households in the City and indicates a need for smaller housing units oriented toward renters.

Table 3 shows households with special needs. 26.8 percent of the households in Alhambra are assumed to be headed by an elderly person. This is a substantial increase over the 16.9% figure in 1970 and a slight increase over the 23.8 % figure from the 1980 Census. Many of these seniors also live alone. This group is more likely to need assistance with home maintenance problems, as was discussed above. In 1980, 6.4 percent of the units in Alhambra reported having at least one handicapped person. This figure includes age-related disabilities as well as other disabilities. Not all of these handicapped households will require modification to their homes, however. The number of elderly and handicapped households in the City is reflective of a potential problem in home maintenance and a need for housing units accessible to the handicapped.

At the other end of the spectrum are the large families who are living in overcrowded conditions due to the lack of availability of sufficient larger units. In 1980, 10.5 percent of the households in Alhambra reported having five or more members (the federal definition of a large family), and 7.9 percent of the households were overcrowded (that is, had 1.01 or more persons per room). As shown on Table 3, the percentage of overcrowded households rose dramatically between 1970 and 1980. This indicates a need for larger dwelling units.

Other households with special needs include minority-headed households which make up over 40% of Alhambra's total households. Minority-headed households are considered special needs households because many times blatant or indirect discrimination limits their access to suitable housing. Female-headed households, which make up 11.6% of Alhambra's households, are considered special needs households because many times female heads are less skilled than their male counterparts and are often constrained from full-time employment by children. The number and percentage of female-headed households has remained essentially the same since 1970.

A housing issue that has become increasingly prevalent in the last few years is the need for sheltering the homeless. According to 1989 Police Department estimates, there were 22 homeless persons in the City. All of these persons were unrelated individuals.

Emergency shelter facilities exist within the City to accommodate those without shelter. A total of 30 beds are available through a variety of sources. Many local churches provide emergency shelter on an as-needed basis and the Police

Department has a shelter referral and food assistance program. In addition, the Fair Housing Council of the San Gabriel Valley, with which the City has a contract for services, also provides shelter referrals.

The major factor which constrains the ability of households to obtain adequate housing is income. The City as a whole had a median household income of \$26,323 which is 7% below the regional median income of \$28,375. The City's median is also below that of the nearby cities of South Pasadena and Monterey Park and above the median of Rosemead. Alhambra's median income, however, is in line with the median incomes of nearby Pasadena, San Gabriel, and Los Angeles.

The 1980 Census information also contains calculations of the poverty status of families and individuals not living in families. The income which was defined as the 'poverty threshold' is a national standard, not reflective of local or regional variations in the cost of living. These calculations consider only income and do not include the value of possessions (house, stock, etc.). The definition does include variations for family size and the age of the head of the household.

Since the cost of living in Southern California is higher than the nation as a whole, and considering the adjustments for family size and age, the Census count of persons below the poverty level is a stricter definition than that used in most planning and program eligibility work. With that in mind, Table 4 shows that minorities and female-headed households are over-represented among the poor. For example, although Asian/Pacific Islanders represented only 12.5 percent of the population in 1980, they represented 18.4 percent of the persons living below the poverty level. Likewise, Hispanics represented 37.6 percent of the population but 49.1 percent of the persons living below the poverty level. To some extent, this may be a result of the fact that many of the City's Hispanic and Asian residents are recent immigrants to this country who have not yet gained the language, social, and work skills necessary for success. With time, they can be expected to improve their skills but they may require special assistance to do so. As a result, there will be a longer term need for housing affordable to these very low income minorities, and for fair housing counseling.

Female-headed households are also over-represented among the poor. Table 5 shows that while only 11.5 percent of the total households in the City are below the poverty level, 21.4 percent of the total female-headed households are below that level. A more significant fact is that 32.0% of the female-headed households with children are below the poverty level. This is partially a result of the fact that women continue to earn on the average less than what men earn despite equal pay legislation. The number of female-headed households has implications in needs for child care, fair housing programs and other social services.

Housing assistance is only required when a household is paying more than it can afford for housing. This will depend on the spending characteristics of the household. However, the standard used by the Federal Department of Housing and Urban Development (HUD) and most state and local programs, is that a low or moderate income household should not pay more than 30 percent of its gross monthly income for housing. Typically, overpayment by owners is not considered as serious as overpayment by renters. Homeowners will eventually get a return on their investment and additionally, always have the option of selling to relieve the burden. Renters do not have the same benefits or options. Table 6 shows the number of households who are paying various percentages of their income for housing by income group. In 1980, 7,014 households were paying more than the standard for affordability. 1,356 (14.9%) of these were owners. These households are more likely to need some form of housing assistance to locate and occupy affordable housing in good condition. Although more recent figures are unavailable, it is likely that the percentage of households paying more than the affordability standard for housing has increased.

6.3 Employment and Jobs/Housing Balance

One of the factors that can contribute to an increase in the demand for housing in an area is an expansion of either the local or regional employment base. Most households prefer to live as near to their members' places of employment as possible.

The 1980 U.S. Census showed a total labor force living in the City of 32,171. Over 60% of this labor force work in managerial/professional and technical, sales and administrative support careers. Alhambra has a 4.2% unemployment rate which is well below the 6.0% County rate. The Southern California Association of Governments projects an increase of 1,075 jobs by 1990. This is a 3.8 percent increase over the 1984 level.

An analysis of commuting patterns shows that over one-third of Alhambra's labor force works in the City of Los Angeles. Although some residents are employed within the City, Alhambra serves primarily as a residential community for persons working in other parts of the region.

Jobs/housing balance is a concept where a regional balance is achieved if the number of housing units is only slightly lower than the employment opportunities so that most of the people living in the area can also work in the area. The benefits of such a jobs/housing balance include less traffic congestion, fewer vehicle emissions with resulting clean air benefits, decreased commute times and reduced need for major capital expenditures for the development of mass transit facilities.

TABLE 3
ALHAMBRA HOUSEHOLDS WITH SPECIAL NEEDS - 1970 to 1988

HOUSEHOLD TYPE	1970		1980		1988	
	NO.	%*	NO.	%*	NO.	%*
Elderly (65+)	4,239	16.9	6,189	23.8	7,447#	26.8
Handicapped						
With a Disability	-	-	1,655	6.4	1,781#	6.4
Not in Labor Force	-	-	1,001	3.9	1,086#	3.9
Prevented from Working	-	-	824	3.2	891#	3.2
Large Families (5 or more Members)	2,731	10.9	2,731	10.5	2,923#	10.5
Overcrowded (1.01 or more persons per room)	945	3.8	2,068	7.9	2,199#	7.9
Minority	N/A	N/A	10,469	40.2	11,190#	40.2
Female-Head	3,022	12.0	3,022	11.6	3,229#	11.6
Homeless	N/A	N/A	N/A	N/A	22#	0.08
TOTAL HOUSEHOLDS	25,129		25,962		27,835	

* Percentages will not total because households may have one or more special needs.
Estimated

Source: 1980 U.S. Census, 1970 U.S. Census, City Estimates

TABLE 4

POVERTY STATUS BY RACE/ETHNICITY - 1980

RACE/ETHNICITY	PERSONS BELOW POVERTY LEVEL	% TOTAL POVERTY	POPULATION	% OF ETHNIC GROUP
American Indian	42	.6	347	12.1
Asian	1,369	18.4	8,046	17.0
Black	61	.8	674	9.0
White	4,802	64.4	46,197	10.4
Other	1,178	15.8	9,351	12.6
Total	7,452	100.0	64,615	N/A
Hispanic	3,658	49.1	24,287	15.1

Source: 1980 U.S. Census

Notes: Persons of Hispanic origin are distributed across several racial groups as well as shown separately due to the way the census collected the information. The poverty level is a national measure applied by the Census.

TABLE 5

POVERTY STATUS BY HOUSEHOLD TYPE - 1980

HOUSEHOLD TYPE	B BELOW	POVERTY %	LEVEL ABOVE	%
Elderly (65+)	130	2.1	6,059	97.9
Families	1,460	8.2	16,352	91.8
Children Under 18	1,070	12.1	7,757	87.9
Female - head	652	17.7	3,042	82.3
With Children	551	24.2	1,723	75.8
Without Children	101	7.1	1,319	92.9
Total Households in Poverty	3,349*	13.0	22,343	87.0

Source: 1980 U.S. Census

Note: The poverty level is a national measure applied by the Census. Columns do not sum to total households because some households are included in more than one category.

*Estimation based on Census data

TABLE 6

HOUSING EXPENDITURES AS A PERCENTAGE OF INCOME - 1980

INCOME/COST	RENTER		OWNER	
	#	%	#	%
Very Low Income (Less than \$8,775)				
Spent less than 30%	447	10.8	839	59.9
Spent more than 30%	3,678	89.2	561	40.1
Low Income (\$8,775 - \$14,041)				
Spent less than 30%	1,572	50.3	938	75.6
Spent more than 30%	1,556	49.7	303	24.4
Moderate Income (\$14,041 - \$21,061)				
Spent less than 30%	2,671	87.7	1,494	83.8
Spent more than 30%	374	12.3	289	16.2
Upper Income (\$21,061 or more)				
Spent less than 30%	3,593	98.6	4,498	95.7
Spent more than 30%	50	1.4	203	4.3
Total				
Spent less than 30%	8,283	59.4	7,769	85.1
Spent more than 30%	5,658	40.6	1,356	14.9

Source: 1980 U.S. Census

Note: The columns do not sum to the total number of households because those who paid no cash rent are not included.

A balanced region is technically defined as a region where the ration of jobs to housing is 1.27 (1.27 jobs for every housing unit) in 1984 and 1.20 in the year 2010. Job rich regions refer to those that have jobs/housing ratios substantially greater than that for the surrounding region. The SCAG Draft Growth Management Plan shows Alhambra to be located in one of the more housing-rich areas of the SCAG region. Alhambra is expected to remain housing-rich in the near future as the existing jobs/housing ratio of 1.10 is expected to increase slightly, to 1.15 in the year 2010.

6.4 Housing Stock

In order to determine the extent of housing need in the City of Alhambra, the analysis must include not only population, household, and employment characteristics, but also the type, condition, and availability of housing. Housing need is defined as the difference between the type of housing required by the City's existing and projected population and the type of housing currently available. The size, price, and condition of existing units are the major factors in determining suitability. In recent years there has been an increase in the number and percent of multi-family units. This is in part a response to changing lifestyles and living arrangements and is consistent with trends throughout the region. Alhambra, however, is still predominantly a community of single-family detached homes. Table 7 shows the distribution of unit types and tenure throughout the City.

The availability of vacant units of a suitable size and cost is an important factor in ensuring that residents are not overcrowded or forced to move to another community. The Department of Finance estimated that there were 29,195 housing units in Alhambra in January, 1988. The City's 1988 Housing Assistance Plan found an overall vacancy rate in Alhambra of 3.6 percent or about 1,064 vacant units. This is in contrast to the 4.5 percent vacancy rate found in the 1980 Census. Typically, a vacancy rate between 3.0 and 5.0 percent is considered normal. A high vacancy rate discourages the construction of new housing units.

About $\frac{1}{2}$ of the housing units in the City were built before 1950 making them 30 or more years old, the age at which housing is typically expected to require major repair. Based upon 1980 Census data, and Alhambra's 1988 Housing Assistance Plan, approximately 1,349 housing units in the City (4.5 percent of the total) need repair or replacement. Of these, 701 (52%) are occupied by lower income households and 747 (55%) are renter-occupied. These households or their landlords may require assistance to make the necessary repairs. If the impetus to higher densities continues, they will be removed by the natural operation of the real estate market. However, this will result in displacement of current residents. Since substandard units are less expensive than units in good condition, they are likely

to be occupied by lower income households. Therefore, when these units are replaced there will be a need for low cost housing for these displaced households.

In addition, some of these units are in poor condition due to the fact that their owners are elderly people who have owned them for quite some time. Although they may have substantial equity in their homes, they do not have the income to afford the necessary repairs. They will need assistance to make repairs, perhaps in the form of deferred loans. Table 9 shows housing values and rents in Alhambra in relation to other cities in the region. The median value of owner-occupied units in Alhambra was lower than that for surrounding cities (except Rosemead). Median rents in Alhambra, however, were higher than surrounding cities (except Rosemead).

As an indication of the affordability of Alhambra's housing, the 1988 median income can be compared with the 1988 median home value. Using the federal Department of Housing and Urban Development Standard that a household can afford to purchase a unit worth up to three times its gross annual income, in 1988, a household earning the median income for the City (\$26,323) could have afforded a house priced at \$78,969. This is far below the estimated 1988 City dwelling unit value of \$192,000 and even below the 1980 median dwelling unit value of \$85,300. Thus, housing prices continue to be well beyond the means of the average buyer. Table 9 shows the breakdown of owner-occupied housing unit values by number of bedrooms and affordability to different income groups. Most housing units in the City are priced above the level of affordability for low and moderate income households. This has implications for a need for the development of more affordable housing within the City.

The escalating price of single-family homes and condominiums has resulted in an increasing percentage of renters. This trend is not limited to the City alone and is in evidence throughout the southern California region. Those who are unable to afford home ownership are forced to rent. Many of these persons may never be able to afford home ownership at current prices, given the difficulty in saving the minimum down payment, prevailing interest rates and monthly mortgage payments.

Over half of the households in Alhambra rent their dwelling units. Table 8 shows that rents in the City in March and April 1989 ranged from \$400 to \$1,100. Using the guideline that households should not spend more than 30 percent of their income on housing, 1988 median income households in the City could afford to pay \$658 per month. The range of rents available in the City can accommodate these median income households as well as most low income households. Very low income households, however, cannot afford the rents now being charged in Alhambra. There is also a lack of available rental units with three or more bedrooms needed to accommodate the increasing size of families in the City.

TABLE 7
UNIT TYPE AND TENURE - 1988
ALHAMBRA

UNIT TYPE	TOTAL	PERCENTAGE
Single-Family Detached and Attached	13,946	47.7
Duplex	1,523	5.1
3-4 Units	2,709	9.3
5+ Units	11,004	37.7
Mobile Homes	13	.1
TOTAL	29,195	100.0
Owner Occupied	11,822	40.4
Renter Occupied	16,309	55.9
Vacant	1,064	3.6

Sources: Alhambra Building Division
State Department of Finance

TABLE 8
HOUSING COSTS - 1980 and 1988

JURISDICTION	MEDIAN VALUE		MEDIAN RENT	
	1988*	1980	1988	1980
Alhambra	\$192,000	\$85,300	N/A	\$252
San Gabriel	\$193,000	\$86,100	N/A	\$250
Rosemead	\$159,000	\$70,000	N/A	\$234
Los Angeles	N/A	\$96,100	N/A	\$229
Monterey Park	\$210,000	\$96,500	N/A	\$266
Los Angeles County	\$195,000	\$88,000	N/A	\$245

* Estimated

Sources: 1980 U.S. Census, West San Gabriel Valley Board of Realtors

Note: 1980 values reflect the estimate of the value of owner-occupied, non-condominium units given by owners in response to the 1980 Census. 1988 values based on recent sales. 1988 rental information not available.

6.5 SUMMARY OF HOUSING NEED

Assuring the availability of adequate housing for all social and economic segments of Alhambra's present and future population is a primary goal of the City. To implement this policy the City must target its programs and monetary assistance toward those households with the greatest need. This is a summary of the major housing need categories in terms of income groups as defined by Federal and state law. It includes the City's share of regional housing need as contained in the Regional Housing Needs Assessment (RHNA) prepared by SCAG pursuant to Section 65584 of the Government Code. The City recognizes the special status of very low and lower income households who in many cases are also elderly, minority or single-parent households. City housing programs focus on these households. In the immediate future, the groups most in need of housing assistance in Alhambra are expected to be:

- (1) the increasing number of large families with young children;
- (2) immigrants from Mexico, Central America and the Orient who may live in overcrowded and occasionally substandard conditions until they develop the social, language and job skills to adopt a better lifestyle;
- (3) those female-headed households with children whose reduced income makes it difficult for them to maintain or even afford their homes; and
- (4) low and moderate income households, especially those entering the housing market for the first time.

Tables 11 and 12 show the number of households with special needs. Many housing need categories overlap and so are difficult to quantify individually. The primary need, even among special needs households, is for affordable housing. In 1980, 7,014 (30.4%) households were paying more than 30 percent of their income for housing. The City can reasonably be expected to meet 17.5% of this existing need within the next 5 years. This means that housing programs must develop 1,227 affordable and accessible units by 1994. It is expected that needs created by substandard units can also be met through programs designed to develop affordable units.

In addition, the City must meet all new housing needs expected to occur by 1994. The 1994 growth by income level, as shown on Table 11, was established by projecting past household trends to estimate total 1994 households (29,933) and subtracting from that the State Department of Finance estimate of 1988 households (27,835) to get a difference of 2,098 households. This represents the growth expected to occur in Alhambra by 1994. The RHNA also estimates the portion of the household growth

TABLE 9
VALUE OF OWNER-OCCUPIED HOUSING UNITS - 1980

ALHAMBRA

Value of Unit	Bedrooms				5+
	1	2	3 - 4		
Very Low Income (less than \$26,325)	16	68	54		0
Low Income (\$26,325 - \$42,123)	59	219	118		0
Moderate Income (\$42,123 - \$63,183)	153	806	390		0
Upper Income (over \$63,183)	342	1,989	3,963		14

Source: 1980 U.S. Census

* Note: Value categories are based on the federal HUD standard that a household can afford a housing unit worth up to three times its gross annual income. This standard was applied to the 4 ranges of household income found on Table 6 (very low, low, moderate and upper).

TABLE 10
RENTS BY UNIT TYPE

ALHAMBRA

UNIT TYPE	SAMPLE	MEDIAN	AVERAGE	RANGE
1 Bedroom	38	\$450	\$491	\$400-\$545
2 Bedroom	33	\$595	\$635	\$540-\$780
3 Bedroom	12	750	838	\$700-\$925
4+ Bedroom	4	900	960	\$870-\$1100

Source: Alhambra Post Advocate - March 23, April 6, April 20, 1989
Pasadena Star News - April 12, April 26, 1989

which is expected to occur in the January 1988 to July 1989 "gap" period between the preparation of the RHNA and the beginning of the Housing Element planning period. The "gap" figure for Alhambra is 484 households, which reduces the household growth to 1,614. In actuality, a total of 450 households were established in this 18-month period. SCAG provides, through the RHNA, a breakdown of the way this growth is expected to occur by income categories. These breakdown percentages were applied to the 1,614 household figure and the results are shown on Table 11. Normal operations of the housing marketplace are expected to meet the housing needs of upper income households, leaving 1,008 very low, low, and moderate income households needing some form of housing assistance.

Based upon analysis of substandard housing, household overpayment for housing, special needs households and expected growth, Alhambra's 1994 housing need can be summarized as follows:

Housing overpayment and special needs households (17.5% of the total need)	1,227
Expected new growth by 1994 - very low, low, and moderate income households	1,008
Total number of households expected to need assistance by 1994	2,235

6.6 Constraints on Housing Production

Although the City of Alhambra recognizes the need for sound, affordable housing for all of its residents, this goal is not easy to achieve. There are physical constraints (such as seismic hazard areas), factors in the operation of the construction industry, and laws and regulations (Subdivision Map Act and the Uniform Building Code) which impact the cost and amount of housing produced, and over which the City has no control. This section discusses all these constraints not already addressed in The General Plan Background Report (Appendix A, Sections III, VI and VII).

No other environmental hazards exist in the City which could potentially constrain the development of housing.

6.6.1 Market Constraints

The cost of all housing rose between 1970 and 1980 as the cost of each component rose. Regional housing demand has led to dramatic increases in housing prices during the past 10 years. The major components of housing costs are: land, labor, materials, financing, overhead, and profit. The cost of each of these will

TABLE 11
EXISTING AND PROJECTED HOUSING NEEDS BY HOUSEHOLD - 1988

Substandard	Owner Occupied	Renter Occupied	Vacant	Total
Suitable for Rehabilitation	551	747	51	1349
Not Suitable	259	280	20	559
Total	810	1027	71	1908
Occupied by Lower Income Households	146	555		(6.4% of total units in city)

PROJECTED NEED

Housing Need	Total	Very Low	Income Level		
			Low	Moderate	Upper
1994 GROWTH	1614	298	391	319	606
	100.0%	18.5%	24.2%	19.8%	37.5%

Source: 1980 U.S. Census
SCAG Regional Housing Needs Assessment
1988 Alhambra Housing Assistance Plan

TABLE 12
HOUSEHOLDS WITH SPECIAL NEEDS

Housing Need	Total	Income Level			Upper		
		Very Low	Low	Moderate			
<u>EXISTING NEED</u>							
Overpaying (Estimated)							
Renters	5658	3368	1813	423	54		
Owners	1356	551	270	318	217		
Total	7014	3919	2083	741	271		
Special Needs (Estimated)							
Elderly							
Renters	3416	818	647	715	1236		
Owners	4331	1037	820	907	1567		
Total	7747	1855	1467	1622	2803		
Handicapped							
Renters	996	239	189	208	360		
Owners	785	188	149	164	284		
Total	1781	427	338	372	644		
Large Families							
Renters	1634	391	310	342	591		
Owners	1289	309	244	270	466		
Total	2923	700	554	612	1057		
Overcrowded							
Renters	1229	687	365	130	47		
Owners	970	542	288	103	37		
Total	2199	1229	653	232	85		
Minority							
Renters	6255	1498	1185	1309	2263		
Owners	4935	1182	935	1033	1785		
Total	11190	2680	2120	2342	4048		
Female Head							
Renters	1805	1008	536	191	70		
Owners	1424	796	423	150	55		
Total	3229	1804	959	341	125		
Below Poverty Level							
Renters	N/A	N/A	--	--	--		
Owners	N/A	N/A	--	--	--		
Total	3591	3591	--	--	--		

TABLE 12
HOUSEHOLDS WITH SPECIAL NEEDS
(continued)

Housing Need	Total	Very Low	Income Level		
			Low	Moderate	Upper
Homeless	22	22	--	--	--

Source: 1980 U.S. Census
1988 Alhambra Housing Assistance Plan

Note: Special needs figures cannot be totaled because categories are not exclusive of one another. Figures are projected based upon the City's 1988 Housing Assistance Plan and 1980 Census Data.

vary significantly depending on the location of the development and the type of house being built. Land in some areas costs more per square foot than land in other areas.

Construction costs also vary according to the type of development. Multi-family housing is generally less expensive to construct than single family housing. However, there is a wide variation within each type depending on the size of the unit and the number and quality of the amenities offered. This includes such obvious items as the inclusion of fireplaces, swimming pools and tennis courts, as well as the less obvious decisions on the grade of carpeting and tiles used, types of appliances and light fixtures, and quality of cabinetry and other woodwork.

Table 13 shows the average percentage contribution of each cost factor to the overall cost of constructing a single family house in southern California over the past 10 years. The factor which has most impacted housing costs in recent years is the cost of financing. Developers as well as home buyers have found it difficult to acquire financing even if they could afford the high interest rates. A reduction in interest rates would probably lead to increased development activity throughout the County, including Alhambra. However, the trends appear to be toward rising rates.

Manufactured housing (including both mobile homes and modular housing) is, in most cases, significantly less expensive than conventional construction. However, even within this type of housing there is a wide range of prices depending on the size and finish of the units. In 1984, the average cost per square foot of a manufactured house was \$33, not including land cost. In 1988, Alhambra had 13 mobile homes which was only .1 percent of the total number of units in the City.

The interrelationship of the cost components is very complex and shifts significantly from area to area and development to development. For example, where a developer has owned a piece of land for five or ten years (speculating that it would be valuable in the future) the cost of land per unit would be less than if it had been recently purchased. Finally, the availability of skilled construction crews who will work for less than union wages can reduce costs. The number of factors which must be considered by the developer and can be adjusted to make a project pencil out mean that it is difficult to describe an average or typical project.

6.6.2 Governmental Constraints

Alhambra's development standards and processes are generally comparable to those of other cities in the vicinity. The City does require a significant level of public review; all new residential projects must be reviewed by the Planning Commission through a public hearing. While this may result in slight delays in the implementation of a project, the review insures that the project will be compatible with the area in which it is proposed to be located. The average processing time for public hearing items is about 28 to 42 days.

Regarding building codes, Alhambra's regulations differ significantly from those of most cities in one respect in that fire sprinklers are required for all new residential construction. While the installation of such systems adds to initial project costs, much of these expenses can be expected to be recouped as cost savings over time due to reduced fire insurance premiums. The safety provided by such systems greatly outweighs the relatively low installation costs.

Off-site improvements, such as street lights, sidewalks and the like, vary from project to project, but are limited to no more than 10% of the overall project costs. Such improvements are very beneficial to a project, as they allow for improved access, circulation and visibility.

In order to encourage the development of affordable units, the City zoning ordinance contains provisions for density bonuses for such units, as well as up to nine separate variations to development standards, including yard requirements, building height, open space and design standards. In addition, parking requirements are relaxed for qualifying low-income and/or senior units.

Since 1982, City ordinances have permitted the development of manufactured housing in all residential zones. The development of such housing is reviewed under the same criteria as other housing. Current City ordinances are in compliance with recently adopted state law.

6.6.3 Nongovernmental Constraints

Alhambra has a relatively small amount of vacant land for new residential development. City estimates show that there are approximately 36 acres of vacant land suitable for residential development. As a result of this shortage, the ability to create additional housing

TABLE 13
COST COMPONENTS
RESIDENTIAL DEVELOPMENT

1970 - 1980

<u>COMPONENT</u>	<u>1970</u> %	<u>1976</u> %	<u>1980</u> %
Construction			
Labor	20.9	18.6	15.5
Materials	35.1	30.4	27.0
Improved Land	21.0	25.0	27.8
Interim Financing	6.5	8.5	12.0
Overhead & profit	12.0	12.5	5.0
Other	4.5	4.9	5.0
TOTAL	100.0%	100.0%	100.0%

Source: Construction Industry Research Board

Note: Category "OTHER" includes insurance, marketing, etc. Profit and overhead category as a residential estimate remaining after determination of the cost of other components.

is limited. Developers of housing in the City have generally looked to underutilized residential lots with multiple family zoning for development of new, higher density projects.

7.0 PUBLIC PARTICIPATION, UPDATING AND GENERAL PLAN CONFORMANCE

A. PUBLIC PARTICIPATION

The Housing Element of the City of Alhambra for which the basic housing goals, objectives, policies and program were formulated, was prepared as part of a comprehensive General Plan Program. Advisory committees assisted in the formulation of goals and objectives which went into the Housing Element. Committee meetings are open to the public, and public participation is encouraged. In addition, adoption of the Element will require public hearings at both the Planning Commission and City Council.

Public hearings are held annually on the City's participation in the Community Development Block Grant program. The hearings are held by the City's Housing and Community Development Citizen Advisory Committee. The Committee is comprised of a representative cross-section of City residents with a variety of demographic backgrounds. The Committee holds monthly public meetings. Housing needs are a major expenditure in the Block Grant program. The city participates in housing relocation programs through the Redevelopment Agency and has a housing fund set aside which will require public review before appropriations are made.

Notification of City actions are published in the local newspaper in advance of each hearing or meeting. In addition, copies are posted at local community centers and library branches to ensure that adequate notice is given.

The City intends to continue to cooperate with the Los Angeles County Housing Authority in promoting equal housing opportunity for all economic segments of the community.

The City currently contracts with the Fair Housing Council of the San Gabriel Valley for fair housing counseling services, information on fair housing laws, resolution of housing complaints, emergency shelter assistance and referral services on other housing related matters. Fair Housing services are available to all City residents and are publicized throughout the community via periodic public workshops, public notices, newspaper articles and city publications.

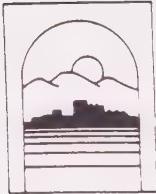
B. GENERAL PLAN CONFORMANCE

The Housing Element is one element in the City's comprehensive General Plan update program begun in 1984. Housing issues were an integral part of the Plan development. All Plan policies, particularly land use, circulation and housing, have been developed to be consistent with and to further housing goals. The land use designations of the Land Use Element ensure the availability of land to be developed at achievable densities to meet new housing construction needs.

C. MONITORING

Because of the dynamic nature of local conditions and needs, periodic review and revision of the Housing Element is critical to assure relevance and achievement of its objectives. Staff will monitor all programs on a continuing basis. The entire Housing Element will be revised in 1994, as required by State law.

Circulation Element



CIRCULATION ELEMENT

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Alhambra General Plan

Circulation Element

The Circulation Element describes the general location and extent of the existing and future circulation system required to satisfy travel demand correlated with existing and anticipated land use.

1.0 ISSUES IDENTIFICATION

The Circulation Element is organized into five issue areas. The issues were identified through analysis of existing conditions and evaluation of projected demands on the circulation system. The issue areas are:

- 1.1 The Circulation System
- 1.2 Arterial Highway Intersection Capacities
- 1.3 San Bernardino Freeway
- 1.4 Long Beach Freeway
- 1.5 Alternate Transportation Modes

2.0 FINDINGS

2.1 Circulation System

The existing circulation system was established by land use decisions made many years ago and is expected to remain primarily as it is except for selective widening in order to provide additional capacity.

The City has established a plan of designated truck routes that has been found to be adequate in controlling truck movements in and around the City.

The City has established a plan of designated (mapped) through streets that has been found to be adequate in facilitating through traffic.

A high proportion of the traffic volume on the existing circulation system is through and/or commuter traffic.

2.2 Arterial Highway Intersection Capacities

The existing circulation system has six major arterial intersections with Levels of Service (LOS) worse than the recommended design standard. Projected future traffic volumes without any street improvements would cause 18 intersections to have LOS worse than the design standard. With recommended improvements, the number of intersections with LOS worse than the design standard could be reduced to eight.

2.3 San Bernardino Freeway

The existing San Bernardino Freeway interchanges in the City operate inefficiently and do not meet current design standards. The Freeway does not operate at maximum efficiency at peak period.

2.4 Long Beach Freeway

Completion of the Long Beach Freeway will increase volumes on some arterial highways and decrease volumes on others with an expected positive impact.

The total volume of through traffic is anticipated to be reduced upon completion of the Freeway.

2.5 Alternate Transportation Modes

The City is presently served by a private taxicab company and by twelve Southern California Rapid Transit District (RTD) bus routes. The bus system should be expanded to provide services on all major arterial highways.

The City operates a successful paratransit system for handicapped citizens and senior citizens over 60 years of age. This system is in need of upgrading and could be expanded.

The City does not have an established bikeway system because the existing arterial highways are too narrow to accommodate bicycle traffic and therefore are too dangerous.

The City is adequately served by existing air transportation facilities in the region.

3.0 GOALS STATEMENT

The goal of the Circulation Element is:

3.1 To provide a balanced transportation system for the safe and efficient movement of people, goods and services throughout the City.

4.0 POLICIES

In order to achieve the goal of the Circulation Element, the City shall:

4.1 Issue Area: Circulation System

Objective 4.1.1 Maintain Level of Service D as the minimum desired operating level of all City streets.

- Policy 4.1.1 Implement the right-of-way and lane configuration recommendations proposed in recent studies for major arterial highways in the City in order to mitigate existing and projected capacity and hazardous roadway problems.
- Policy 4.1.2 Support Federal and State Regulatory Action regarding transport of hazardous materials on the circulation system.
- Policy 4.1.3 Reduce the negative impact of the automobile.
- Policy 4.1.4 Continue the five year priority street improvement and maintenance program.
- Policy 4.1.5 Develop and implement a Citywide master plan of parking supply and demand in order to promote the location of future parking facilities as near as possible to areas with parking deficiencies.
- Policy 4.1.6 Continue the programs for upgrading street lighting and traffic control devices including traffic signs and traffic signals.

4.2 Issue Area: Arterial Highway Intersection Capacity

- Objective 4.2.1 Maintain Level of Service D as the minimum operating level desired at all arterial highway intersections.
- Policy 4.2.2 Require any new development that is expected, as determined by City Staff, to generate traffic that would cause the LOS to become worse than LOS D to provide intersection capacity analyses and acceptable measures for mitigating the impacts if necessary.
- Policy 4.2.3 Continue to seek State and Federal funding in order to augment existing programs designed to improve operation of the traffic signal system.

4.3 Issue Area: San Bernardino Freeway Access

- Policy 4.3.1 Encourage the development of feasible solutions to improve the safety and efficiency of traffic flow of the San Bernardino Freeway and its interchanges. Such solutions could include the redesign and reconstruction of the interchanges and other appropriate measures.

4.4 Issue Area: Long Beach Freeway

- Policy 4.4.1 Encourage the completion of the Long Beach Freeway extension.

4.5 Issue Area: Alternate Transportation Modes

- Policy 4.5.1 Cooperate with the County of Los Angeles Transportation Commission and the Southern California Rapid Transit District in efforts to improve transit service for City residents of all ages.
- Policy 4.5.2 Support the expansion of the existing paratransit service for handicapped and elderly citizens.
- Policy 4.5.3 Support the establishment of a Citywide fixed route transit system and transportation center as a connecting point between local and regional transit systems, when warranted, to decrease reliance on the automobile.
- Policy 4.5.4 Seek State and Federal funding for local transit programs.
- Policy 4.5.5 Encourage, through land use and building design policies and regulations, the proximity of compatible residential, commercial and industrial land uses with related pedestrian facilities to encourage pedestrian travel as an alternative to the automobile.
- Policy 4.5.6 Examine the feasibility and encourage the development of viable transportation alternatives such as light rail transit and paratransit systems to serve the needs of the transit dependent and attract those currently utilizing the automobile mode in order to improve circulation and reduce air and noise pollution.
- Policy 4.5.7 Encourage the interconnection of alternative transportation systems with the existing City circulation network.
- Policy 4.5.8 Encourage the installation of on-site bicycle storage facilities in large residential, commercial and industrial developments.

5.0 ANALYSIS OF CIRCULATION CONDITIONS

5.1 Circulation System

Existing

The existing circulation system was established by land use decisions made many years ago and is expected to remain primarily as it is except for selective widening in order to provide additional capacity.

Recent reports by Wildan Associates contain recommendations for future right-of-way and lane configurations on most of the major arterial highways in the City. These recommendations were based on a twenty year projection of daily and peak hour traffic volumes. Figure 4 in the Circulation Element Background Report shows daily traffic volumes projected to 2004.

Proposed

The proposed Circulation Element for accommodating the projected daily traffic volumes is shown on Figure 1.

The existing circulation system carries large volumes of through traffic. In the north-south direction, Fremont Avenue and Atlantic Boulevard are carrying through traffic that is expected to utilize the Long Beach Freeway when it is completed. In the east-west direction both Valley Boulevard and Mission Road carry commuter traffic volumes to and from downtown Los Angeles that are not expected to change in the future although recommendations by Wildan Associates will help mitigate the impact of this traffic.

The City has established a plan of designated truck routes in order to direct heavy truck traffic away from residential neighborhoods and keep noise and air pollution to a minimum. The designated truck routes are shown on Figure 2.

The City has established a plan of designated through (mapped) streets in order to provide the City Traffic Engineer the authority to install traffic control devices to control access to vehicles entering designated through streets from intersecting streets to avoid the need to request each control device installation separately from the City Council. The existing designated through (mapped) streets are shown on Figure 3 as well as streets proposed to be added to the system.

The City intends to implement the precise plans for right-of-ways and lane configuration as recommended by the City Engineer. This will be accomplished by requiring the dedication of land and street improvements, consistent with engineered plans, as property is developed or redeveloped. An ordinance will be adopted requiring that such improvements take place on several streets including New Avenue, Chapel Avenue, Garfield Avenue, Atlantic Boulevard, Marengo Avenue, Fremont Avenue, Alhambra Road, Main Street, Mission Road, Commonwealth Avenue, Ramona, Garvey and such other streets as may be identified by the City Council.

The following daily vehicle volumes can be used as general guidelines for the daily capacities at Level of Service D for arterial highways and collector streets in the City:

<u>Street Configuration</u>	<u>Approximate Daily Capacities</u>
2 lane collector	10,000 ADT
2 lane collector with two-way left turn lane	12,500 ADT
4 lane arterial	22,000 ADT
4 lane arterial with two-way left turn lane	33,000 ADT
6 lane arterial with two-way left turn lane	49,500 ADT

When daily vehicle volumes reach these levels, a detailed analysis of peak hour volumes should be undertaken for both the highway section in question and the related intersections. When the number of lanes has been determined, the cross section of the highway can be determined from the criteria presented in Table 1.

5.2 Arterial Highway Intersection Capacities

The impact of traffic on a street system can be measured by comparing the expected volumes to the capacities at the locations in question. The capacity of a street system is controlled by the intersections and if the intersections operate satisfactorily, the balance of the street should also. In addition, if the intersections operate satisfactorily during the peak hour, they should operate at a better level for the balance of the day.

The existing circulation system has six major arterial intersections that have Levels of Service (LOS) worse than the recommended design standard in urban areas. The recommended design standard is LOS D which lies within the range utilized to measure traffic quality at an intersection. The range varies from LOS A, which is the best level, to LOS F, which is the worst. Therefore, LOS E or LOS F are worse than the design standard. At the present time, five intersections operate at LOS E and one operates at LOS F during either the AM or PM peak hour or both as shown in Table 1 in the Circulation Element Background Report.

Future traffic volumes based on natural growth, extension of the Long Beach Freeway and anticipated land use changes without any street improvements would cause 18 intersections to operate at either LOS E or LOS F. These intersections are listed in Table 7 in the Circulation Element Background Report.

Future traffic volumes with major arterial highway improvements that have been recommended in current studies would reduce the number of intersections operating at LOS E or F from 18 to 8. These eight intersections are listed in Table 3 in the Circulation Element Background Report. Improvements within the City of Monterey Park would be required to improve the two intersections that would operate at LOS F to LOS E or better. Improvements beyond those already recommended in current studies would be required to improve the LOS at the remaining six intersections to LOS D or better. Further improvements may not be warranted because of the conservative approach used in determining future volumes and because these LOS would only exist for short period during the day.

5.3 San Bernardino Freeway

The existing interchanges on the San Bernardino Freeway between Fremont Avenue, Atlantic Boulevard, Garfield Avenue and New Avenue were constructed many years ago and are of extremely poor design. In order to improve traffic flow to and from the freeway, these interchanges should be redesigned and updated to current standards. Reconstruction of these interchanges would provide the City with an opportunity to change the land use designations in the vicinity of the interchanges in order to take advantage of improved access. In the analysis, studies of the relative merits of reconstructing these intersections should include the need for additional stacking for vehicles entering the freeway and the impact of traffic on local streets.

5.4 Long Beach Freeway

Completion of the Long Beach Freeway will have both positive and negative impacts on major arterial highway traffic volumes within the City. Major arterial highways that are perpendicular to the freeway are expected to experience overall increases in daily vehicle volumes as far easterly as Atlantic Boulevard. These increases are expected to range from five percent on Mission Road to ten percent on Main Street and on Valley Boulevard easterly of Fremont Avenue. The portion of Valley Boulevard between the freeway and Fremont Avenue is expected to have a large reduction in traffic that is presently using Valley Boulevard to reach Fremont Avenue which is acting as an alternate route to the freeway. However, this decrease is expected to be offset by natural traffic growth and because Valley Boulevard is a perpendicular route to the freeway.

Fremont Avenue and Atlantic Boulevard, which are parallel to the freeway, are expected to have reductions in daily traffic volumes. Because the Long Beach Freeway presently terminates at Valley Boulevard, and Fremont Avenue is closest to the future freeway alignment, traffic volumes on Fremont Avenue north of Valley Boulevard are expected to experience a reduction in through traffic volumes of approximately fifty percent. Atlantic Boulevard, which is one mile easterly of Fremont Avenue, is expected to experience a reduction in through traffic volumes of approximately twenty percent.

Extension of the Long Beach Freeway is expected to have an overall positive impact on traffic in Alhambra. Extension of the freeway will provide additional freeway access points from Mission Road by way of freeway frontage roads to the ramps at Valley Boulevard and from Main Street by way of Huntington Drive to a new interchange a short distance westerly of the City boundary. This interchange should be particularly attractive to the City because it will provide close-by freeway access to the proposed commercial land use located near Main Street and Fremont Avenue as well as the expanded auto row development along Main Street further east.

5.5 Alternate Transportation Modes

The City is presently served by twelve Southern California Rapid Transit District (RTD) bus routes that either pass through the City, terminate in the City or pass along the City boundary. Nine of these routes have service throughout the day while three provide express or peak hour express service only. These routes are shown on Figure . Some type of bus service is provided along all major arterial highways within the City except Mission Road. Peak hour traffic volumes on Mission Road have a pronounced orientation related to commuter travel toward downtown Los Angeles during the AM peak and the reverse during the PM peak. Therefore, the City should promote some type of transit service along Mission Road such as peak hour express service, as a minimum, in order to reduce automobile volumes.

A bus route along Mission Road would also provide transit access to residents of Alhambra that may live too far from existing routes to make it convenient to walk.

The City does not have an established bikeway system as recommended in the 1976 General Plan. Unfortunately, the existing and future major and secondary arterial highways cannot accommodate any provisions for bicycles because they are too narrow, traffic volumes are too high and the speed of the traffic too great.

The existing paratransit service appears to be a highly successful operation based on current demand. The existing system, which is dial-a-ride type of operation, is for handicapped citizens and senior citizens over 60 years of age and currently has three 10-passenger vans that primarily operate between 8 AM and 5 PM Monday through Saturday. Two station wagons have been requested in order to augment the three existing vans because of heavy demand and because they are needed for replacement when vehicles are being repaired. Expansion of the service should be encouraged. Addition of a scheduled Citywide fixed route service for all citizens is being considered.

TABLE 1

Alhambra Circulation Element

**CRITERIA FOR DETERMINING CROSS SECTIONS FOR MAJOR AND SECONDARY
ARTERIAL HIGHWAYS AND COLLECTOR STREETS
AFTER THE NUMBER OF REQUIRED LANES
HAS BEEN DETERMINED**

MINIMUM LANE WIDTHS

10 Feet for Left Turn Lane or Two-Way Left Turn Lane

11 Feet for Through Lane

13 Feet for Curb Lane as a Right Turn Only Lane or Off Peak Parking Lane

14 Feet for Curb Lane with No Parking

19 Feet for Curb Lane with Full Time Parking

MINIMUM PARKWAY WIDTHS

8 Feet Where There is Full Time Or Off Peak Parking

10 Feet Where There is No Parking and Traffic Is in the Curb Lane

The following are typical highway cross sections for the three classifications:

STREET CLASSIFICATION	NUMBER OF LEFT THROUGH LANE		PARKING PERMITTED	STREET WIDTH	PARKWAY WIDTH	RIGHT-OF-WAY WIDTHS
	LANES	TURN LANES				
Major Arterial	4	YES	NO	60'	10'	80'
Major Arterial	4	YES	YES	70'	8'	86'
Major Arterial	6	YES	NOT PEAK	80'	10'	100'
Secondary Arterial	2	YES	NO	40'*	10'	60'
Secondary Arterial	2	YES	YES	48'	8'	64'
Secondary Arterial	4	YES	NO	60'	10'	80'
Secondary Arterial	4	YES	YES	70'	8'	86'
Collector Street	2	YES	NO	40'*	10'	60'
Collector Street	2	YES	YES	48'	8'	64'

*Minimum Width = 40'

Local streets should be a minimum of 36 feet wide within a 60-foot right-of-way with parking on both sides.

Legend

- Freeway
- Major Arterial
- Secondary Arterial
- Collector

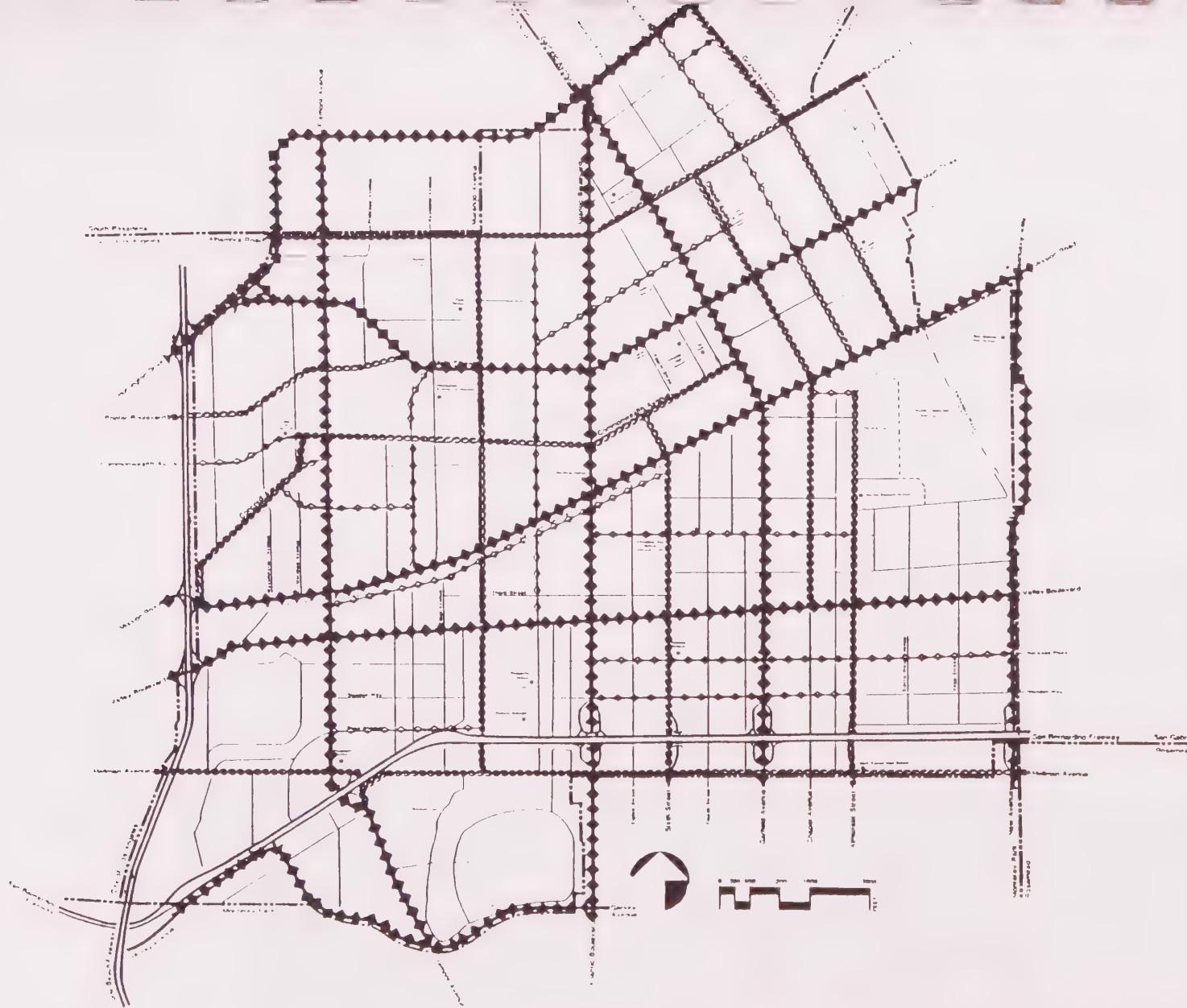
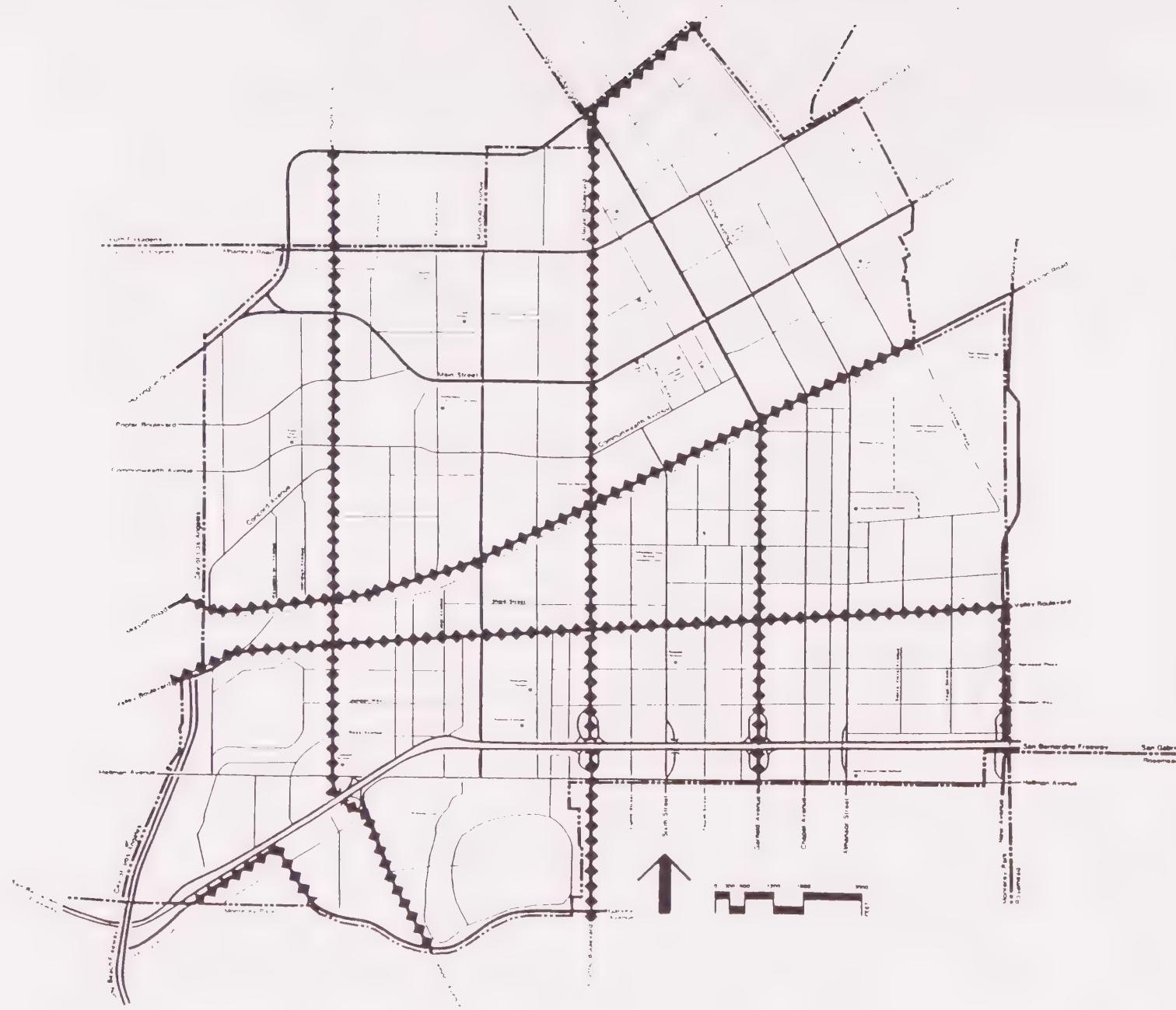


Figure 1
Proposed Circulation
System



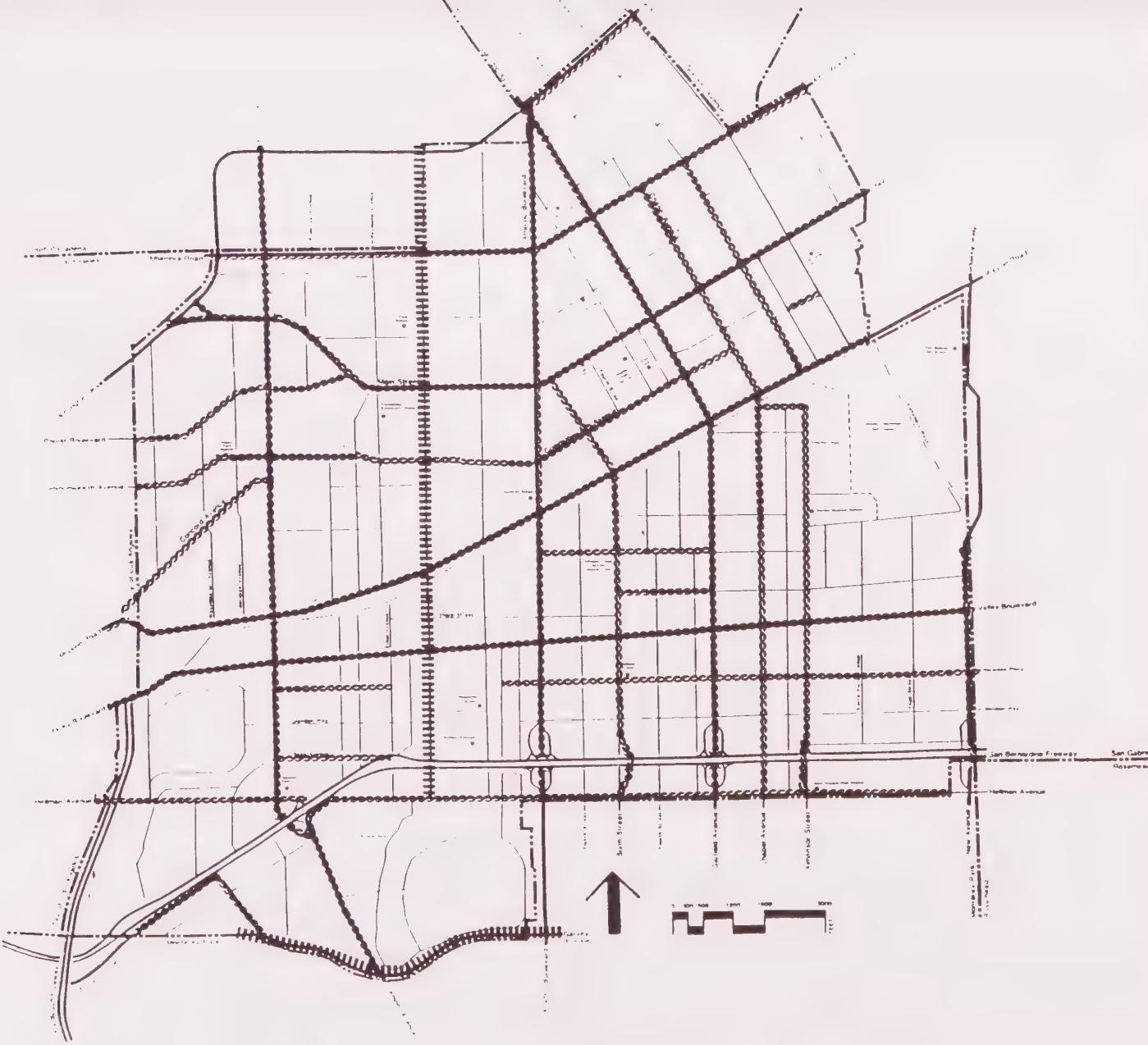


Legend

Figure 2
**Designated Truck
Routes**



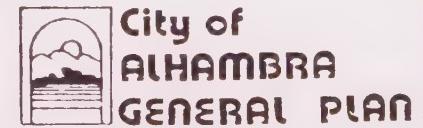
**CITY OF
ALHAMBRA
GENERAL PLAN**



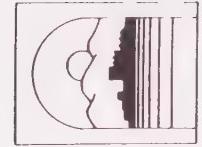
legend

..... Existing
||||| Proposed

Figure 3
Designated Through
Streets



Environmental Management Element



ENVIRONMENTAL MANAGEMENT ELEMENT

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Alhambra General Plan
Environmental Management Element

The Environmental Management Element is concerned with both the man-made and natural environment of the City. The element examines existing resources and evaluates the potential for environmental and personal harm resulting from flooding, seismicity, and fire. Environmental Management policies focus on the enhancement, preservation and protection of resources and on the reduction of loss of life, injuries and property damage. The Environmental Element is a consolidation of General Plan issues concerning open space, conservation, community design, parks and recreation, and seismic and public safety.

1.0 ISSUE IDENTIFICATION

The Environmental Management Element is organized into five issue areas. These issues areas consolidate existing General Plan elements and eliminate the overlap and duplication found in various State-mandated requirements. Existing General Plan elements are in parentheses. State-mandated elements are noted by asterisks.

- 1.1 Conservation and Protection of Natural Resources
(Conservation* and Open Space* Elements)
- 1.2 Resources Management
(Conservation* and Open Space* Elements)
- 1.3 Community Design
(Conservation*, Community Design, Urbanscape Scenic Highway Elements)
- 1.4 Open Space, Parks and Recreation
(Open Space* and Parks and Recreation Elements)
- 1.5 Hazards Management
(Seismic Safety*, Public Safety Elements)

2.0 FINDINGS

2.1 Natural Resources

Alhambra is an urbanized City in a large metropolitan area. No rare or endangered plant and animal species are known or suspected to exist. The City's topography is level with no significant hillside areas and soil erosion is not a problem. The major soil types found in the City - gravelly loams, sandy loams and clays - do not contain any significant mineral resources.

Water resources are limited to existing watershed conservation areas. There are no year-round bodies of surface water in the City. Local and imported sources of water are anticipated to meet the existing and future needs of the City with proper management.

Existing open space in the City is in the form of conservation areas, parks and park lands, public school sites, a golf course and street median strips. Completion of the railroad lowering project along Mission Road may present one opportunity to increase the open space inventory. Generally, there is little opportunity to set aside additional land for open space because of the lack of vacant land and urbanized nature of the City.

2.2 Recreational, Cultural and Aesthetic Resources

Alhambra could be considered deficient in the amount of land available for recreational use when the National Recreation and Parks Association standard of 10 acres per 1,000 persons is applied. However, when school sites are added to the total acreage devoted to recreational use, the City exceeds the recommended standard.

Park and school recreational facilities are dispersed throughout the City. One residential area in the southeastern portion of the City is outside the recommended 1/2-mile radius for neighborhood parks and 1/4-mile radius for school playgrounds.

The expansion of existing facilities to provide additional recreational opportunities has been limited by funding considerations. Demand on existing facilities is expected to increase because of recent population trends towards larger household sizes and families with small children.

Numerous commercial and residential buildings with potential architectural and historical significance have been identified in the City. No sites of archaeological significance are known or suspected to exist.

2.3 Natural and Man-Made Hazards

No active seismic faults are known or suspected to traverse the City, and Alhambra is not included in any special seismic study zones identified by the State. Ground shaking, in the event of significant seismic activity, has the potential for substantial damage.

Fire protection is provided by the City Fire Department. The Department emphasizes fire protection and "built-in" fire suppression systems.

The City is not considered to be at risk from wild land fires. The potential for urban fires exists due to the mixture of type, age and condition of structures.

There are two known hazardous materials handlers and/or processors in the City located in the industrial area. These facilities operate in accordance with federal, state and local regulations.

The City maintains an up-to-date, clearly written Emergency Service and Civil Disaster Plan. Training classes and emergency simulation exercises have been attended by the City officials and staff responsible for implementing the Plan.

)

3.0 GOALS STATEMENT

The goals of the Environmental Management Element are:

- 3.1 To conserve, enhance, rehabilitate and protect natural resources.
- 3.2 To provide adequate and accessible outdoor recreation and open space amenities.
- 3.3 To minimize hazards to public health, safety and welfare and prevent loss of life, bodily injury and property damage resulting from natural and man-made phenomena.
- 3.4 To develop a unified overall community appearance.

4.0 POLICIES

In order to achieve the goals of the Environmental Management Element, the City shall:

4.1 Issue Area: Conservation and Protection of Natural Resources

Policy 4.1.1 Encourage water conservation activities in residential, commercial, industrial, public and other development.

Policy 4.1.2 Encourage the use of energy saving designs, systems and innovations in public and private building construction.

Policy 4.1.3 Continue to maintain conservation areas in the City to protect natural resources and provide open space.

Policy 4.1.4 Cooperate with and support the conservation and reclamation efforts of the agencies responsible for natural resources in the region.

4.2 Issue Area: Resources Management

Policy 4.2.1 Promote and assist in the preservation of buildings, design features and streetscape elements that have been identified as having historic or architectural significance for Alhambra residents.

Policy 4.2.2 Promote good air quality on a local and regional basis.

Policy 4.2.3 Continue to maintain flood control channels in cooperation with other jurisdictional agencies.

Policy 4.2.4 Promote good water quality on a local and regional basis.

4.3 Issue Area: Community Design

Policy 4.3.1 Promote community identification and beautification.

Policy 4.3.2 Continue to develop and support a major civic and cultural center as a local point for community identity.

Policy 4.3.3 Continue to maintain attractively landscaped medians along main streets.

Policy 4.3.4 Encourage the beautification of entry points to the City and development of attractive parks, signs and landscaped rights-of-way within clear view of passing motorists to distinguish the City from the surrounding cities.

Policy 4.3.5 Prepare and implement design and architectural review standards for new commercial, industrial and residential development.

4.4 Issue Area: Open Space, Parks and Recreation

Policy 4.4.1 Promote the designation and/or acquisition of open space areas to meet existing and future open space and parks needs of City residents. By providing open space in parkland in accordance with the standards of four acres of local park space for every 1,000 persons.

Objective 4.4.1 Provide open space and park land in accordance with the standards of 4 acres of local park space for every 1000 persons.

Policy 4.4.2 Encourage the acquisition and development of future parks immediately adjacent to school areas to facilitate joint programming, recreational activities and park maintenance.

Policy 4.4.3 Coordinate and share the acquisition, development, use, and maintenance of all City parks with other private and governmental entities, where feasible, to assure the most economic coverage of recreational needs.

Policy 4.4.4 Consider the development of quality commercial recreational facilities on privately-held and City-owned land under long-term lease or concession agreements. Such agreements allow the City to provide a wider range of facilities than it could on its own, without heavy financial risk. Examples of such facilities might include roller skating rinks, golf course and driving range, racquetball courts, etc.

- Policy 4.4.5 Locate high cost recreational facilities such as lighted tennis courts and baseball diamonds, swimming pools, teen or community centers, and cultural arts facilities at large park sites to make the most efficient use of the park acquisition, development, and maintenance dollar.
- Policy 4.4.6 Encourage the establishment of a non-profit foundation which would accept and disburse donations, funds and gifts from the community for the support of recreation, parks and cultural arts.
- Policy 4.4.7 Support efforts by law enforcement agencies to make all parks free of crime so that they may be used, not abused, by all Southern California residents.

4.5 Issue Area: Hazards Management

- Policy 4.5.1 Continue to encourage and support enforcement state and federal environmental controls.
- Policy 4.5.2 Continue to encourage and support participation in regional state and federal emergency preparedness activities.
- Policy 4.5.3 Promote continued public awareness concerning emergency procedures and understanding of potential seismic risks for all Alhambra residents and public officials.
- Policy 4.5.4 Continue to encourage and support City weed abatement and brush clearance programs to reduce potential fire hazards.
- Policy 4.5.5 Promote the routing of vehicles carrying potentially hazardous materials along transportation corridors that reduce public exposure to risk.
- Policy 4.5.6 Retain local control over and continue to stringently regulate the siting and operation of establishments dealing with the handling, generation, recycling and/or disposal of hazardous waste.

5.0 ANALYSIS OF ENVIRONMENTAL CONDITIONS

5.1 Natural Resources

5.1.1 Open Space

Existing open space in the city is in the form of conservation areas, city median strips, parks and parklands, public school sites and a golf course. Approximately 489 acres or 9.7% of the City's total net land area of 4,995 acres is considered open space. The total open space of 489 acres includes entire school sites, portions of which are presently occupied by school buildings.

Vacant land in the City (Figure 2, Page 34, Appendix A) is not considered an open space resource with the exception of water well conservation sites. Areas identified as vacant are part of the urbanized community and are expected to be vacant only a short time. Municipal parking lots are not considered an open space resource because the high parking demand throughout the City is expected to continue, making conversion to an open use unrealistic.

5.1.2 Plants and Wildlife

No rare or endangered plant and animal species are known or suspected to exist within the City. Due to the extent of development within the City, there are no areas of agriculture activities remaining in Alhambra. Vegetation within the City is typical of most urbanized areas in the region and consists almost entirely of introduced species used for urban landscaping.

Alhambra is involved in a conservation program designed to preserve areas of indigenous and imported vegetation. These conservation and open space areas include approximately 175 acres of parklands, 75 acres of street medians, 110 miles of street parkways, 25 acres of water well and reservoir sites, and 13 acres of other City owned land. The school districts are also involved in the conservation of plant resources on the 176 acres of school sites located within the City.

5.1.3 Soils

The City lies on the western edge of the San Gabriel Valley which is an alluvial plain created by the weathering of the San Gabriel Mountains. The plain slopes generally to the southeast at about 1 $\frac{1}{2}$ feet for every 100 feet. The mean elevation of Alhambra is 460 feet above sea level with a range in elevation from 380 feet in the southeastern portion of the City to 580 feet in the northwest corner. The general relief of the City's topography is level with no significant hillside areas.

Soils in the San Gabriel Valley consist of alluvial debris deposited from the weathering of the San Gabriel Mountains and generally consist of sand, gravel, and clay deposited in successive layers by runoff from the nearby mountains and hills. The major soil types that have been identified include gravelly loams, sandy loams, and clays, and they do not contain any significant mineral resources.

5.1.4 Hydrology

The City's only supply source of surface water comes from rainfall which averages about 18 inches per year and generally falls between October and April. There are no year-round bodies of surface water in the City. The only existing surface hydrology consists of the east and west branches of the Alhambra Wash that were previously intermittent streams that have since been channelized. These two concrete-lined channels merge in Almansor Park and then continue southeast where the larger channel drains into the Whittier Narrows Flood Control Basin.

Major ground water sources serving the City include the San Gabriel and Raymond Groundwater Basins. The San Gabriel Basin constitutes approximately 65% to 68% of the City's water supply and the Raymond Basin provides Alhambra with approximately 10% of its water supply. The combined capacity of the two groundwater basins was estimated to be approximately 9241 acre feet during the 1981-82 fiscal year and groundwater levels are generally in a range of \pm 200 feet below ground surface. This supply, in conjunction with other local and imported sources of water, is anticipated to be adequate to meet the existing and future needs of the City with proper management.

The quality of water from the San Gabriel Basin was determined to contain some contamination from chlorinated hydrocarbons in 1982. Although groundwater contaminant levels generally fall below the Federal maximum allowable levels, monitoring procedures have been put into effect.

5.2 Recreational, Cultural, and Aesthetic Resources

5.2.1 Parks and Recreation

The City maintains five parks and a public golf course totaling approximately 175 acres (Figure 1). The Almansor Park Complex, located south of Mission Road on the eastern edge of the City, has a total area of 121 acres including the 35 acre Almansor park, Malmgreen Memorial Park with 4 acres, and the 82 acre Alhambra Golf Course. The three remaining parks, Alhambra Park, Granada Park, and Story Park have a combined area of 37 acres. The latter three parks are equipped with swimming pools, tennis courts, children's play areas, and picnic areas. Softball fields are available at Almansor, Granada, and Story Parks and gym and indoor recreational facilities are available at

Almansor Park and Granada Park. School sites within the City, totaling approximately 176 acres, provide additional recreational facilities including supervised activities for children after school. The City of Alhambra Parks and Recreation Department offers extensive social, cultural, and recreational programs for the residents of the City throughout the year.

Over 30%, or 176 acres of the designated open space land consists of the public school sites. The City and the School District maintain an agreement for reciprocal use of the facilities. In 1975, the City anticipated expansion of this agreement to allow additional improvements to these sites to expand recreational and leisure time activities. A rapid increase in school enrollment (Page 11, Appendix A) has resulted in the loss of this opportunity with a concurrent increase in recreation needs.

5.2.2 Open Space and Recreation Needs

Government Code Section 65660 identifies open space as any parcel or area of land and water which is essentially unimproved and devoted to the preservation of natural resources, the managed production of natural resources, outdoor recreation, or any land that must remain undeveloped due to significant natural hazards. The City selection of existing open space is based on the need to manage the production of water and the need to provide open space for recreational purposes.

Alhambra could be considered deficient in both the amount of space provided in the City to meet open space and recreation goals and in the existing facilities and programs available. A needs assessment survey of City residents was conducted in 1981 and identified several areas of park facilities and recreational programming deficiencies including:

- the need to expand existing facilities to provide additional recreational opportunities,
- the need to upgrade obsolete and marginal facilities,
- the lack of security and safety features,
- the need for additional improvements to make the recreational facilities more accessible to the handicapped, and
- the need for an improved planning process to provide residents with aesthetically sensitive, well coordinated, and functionally developed parks.

The combined acreage of the five parks and the public golf course average approximately 2.56 acres per 1000 residents. When the available acreage from the school sites is included with the parks, the land available for recreational use is increased to about 5.14 acres per 1000 residents. The revised National Recreation and Parks Association standards recommend 10 acres per 1000 persons for local

parks and 20 acres per 1000 people for regional park lands. An earlier NRPA standard of 4 acres of local park space and 6 acres of regional park space for every 1000 persons is recognized by numerous Southern California cities including Los Angeles and is more appropriate for use in Alhambra as well. Using this earlier standard, Alhambra is presently deficient in park and recreational land by approximately 95.6 acres though the City actually exceeds this standard by 75.1 acres when school sites are included in the total acreage devoted to recreational use.

The service areas of the park and recreation facilities were determined using a 1/2-mile radius for the neighborhood parks and a 1/4-mile radius for school playgrounds. The service area radius for both the park and school facilities was based on Alhambra's existing population density. Two areas were found to be outside the service areas of the existing parks and recreational facilities. One area, primarily industrial land, does not require park facilities for traditional recreational activities but may require open space/parkland for passive daytime activity. The other, a part of the southeastern portion of the City following Atlantic Boulevard, Mission Road, Garfield Avenue, Valley Boulevard, New Avenue and the San Bernardino Freeway, is developed with low and medium density residential uses. An athletic field at Shorb Street east of Atlantic Boulevard is partially meeting this deficiency.

5.2.3 Cultural and Aesthetic Resources

Alhambra was part of a large Spanish land grant until the early 19th century when Mexico ceded California to the United States. The land grant was subdivided into numerous smaller rancheros at that time and the area remained in agriculture until the late 19th century when development activity began with the introduction of the railroad. The City was incorporated in 1903 and increased development took place during the following four decades with the City becoming completely urbanized in the period between 1940 and 1960.

The "Alhambra Historical Cultural Resources Survey 1984-1985 Final Report", prepared by Johnson Heumann Research Associates, consultants to the City, documents the history of the built environment in Alhambra for over 650 residential structures in two neighborhoods and thirty-four individual sites. The report identifies the developers, contractors and architects who shaped the City during the years 1900-1930, a period of tremendous growth and development in the community. Also included in the final report is a record of original owners, their occupations, and the lifestyle of each neighborhood. The City's institutions, which have played a role in creating the personality of the City - religious, social, and civic - are also documented in the Final Report. Numerous buildings with potential architectural and historical significance have been identified in the City (Figure 1).

CITY OF ALHAMBRA GENERAL PLAN

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Aesthetic Resources

Figure 1:

MAY 14 1986

SOURCE: City of Alhambra

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graph TD
    A[RECREATIONAL RESOURCES] --> B[SCHOOL SITES]
    A --> C[PARK AND RECREATION AREAS]
    C --> D[CONSERVATION AREAS]
    C --> E[CULTURAL RESOURCES]
    C --> F[POTENTIAL HISTORIC SITES]
    G[NEIGHBORHOOD DESIGNATED FOR HISTORIC SURVEY] --> H[STREET BEAUTIFICATION]
  
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The general appearance of the City is important in both the maintenance of property values and its aesthetic contribution to the quality of life to residents and visitors. Alhambra has recognized the need to maintain an attractive and aesthetically pleasing environment. Street tree planting programs are active along portions of Main Street and Mission Road.

The City has adopted a sign ordinance designed to control the size and location of signs in the City. Design is also an important element in the selection and preservation of historic structures located throughout the City as well as a main consideration in the rehabilitation of the downtown central business district through the Alhambra Redevelopment Agency.

The City Library System affords the primary inter-City cultural opportunity. The 37,000 square foot Main Library building on West Main Street and 1,200 square foot Granada Park Branch Library together meet the American Library Association's standards for building floor area and size of library stock. In addition, the System offers a variety of additional services including audio-visual equipment, microfilm and services to shut-ins. However, one potential problem facing the System is the changing demand for books and services based on the changing demographics of the City.

5.3 Natural and Man-Made Hazards

Table 1 gives a summary of natural and man-made hazards in the City.

5.3.1 Seismic Setting

No active faults are known or suspected to traverse the City and Alhambra is not included in a special seismic zone established by the Alquist-Priolo Special Studies Zones Act of 1972. Seismic activity from nearby faults, including those that together form the Sierra Madre fault zone, the Raymond Hill fault, and the San Rafael fault, could cause significant damage from ground shaking in the event of a major earthquake. Little or no damage is expected from surface rupture or liquefaction. Several major faults within the Southern California region, including the San Andreas fault located approximately 25 miles north of the City and the Newport-Inglewood fault to the southeast (Figure 2), would have the potential for substantial damage in the event of a major earthquake. The San Andreas fault is expected to be the source of a major earthquake within the next 30 years with a Richter magnitude exceeding 8.0 to 8.5.

The City Public Works Department, in conjunction with the Los Angeles County Flood Control District, the California Department of Water Resources, and the U.S. Army Corps of Engineers, maintain programs which are designed to monitor soil erosion in areas of the City experiencing problems of this type. The City also has a grading

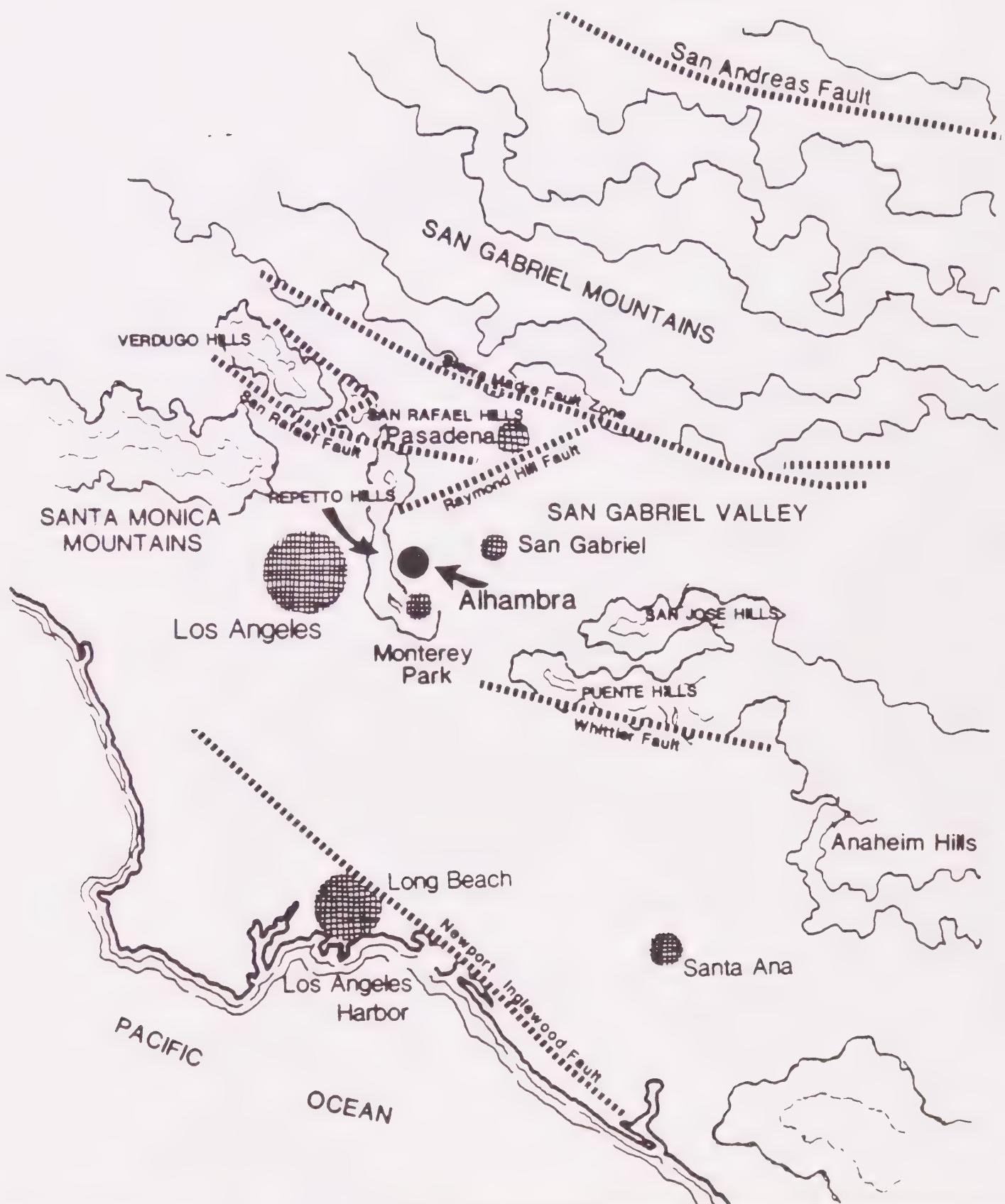


Figure 2:
Regional Geology
**City of
ALHAMBRA
GENERAL PLAN**

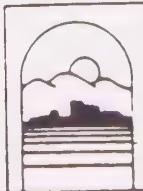


TABLE 1
HAZARDS ASSESSMENT

Hazard	Minimal Risk: Unlikely to Occur	Potential Risk	Level of Potential Risk	
			Acceptable	Unacceptable
Surface rupture	X			
Ground shaking		X	X	
Ground failure - liquefaction	X			
Slope stability	X			
Cliff erosion	X			
Subsidence	X			
Tsunami, seiches	X			
Dam failure- inundation flooding	X	X	X	
Wildland fires	X			
Urban fires		X	X	
Toxic & hazardous materials & transportation, storage & handling		X	X	
Noise		X		X

ordinance which has been effective in controlling erosion resulting from man-made soil disturbances. The absence of significant slopes and the extent of development within the City help to mitigate erosion, and no significant soil erosion or subsidence problems are evident within the City.

5.3.2 Flooding

Potential flooding could occur due to ponding caused by intense localized rainstorms and spillover from nearby flood control channels during a 100 year flood. Recent flood control improvements locally and within the surrounding region have reduced the potential for flooding in the event of a 100 year flood to acceptable levels. The City would not be directly impacted by dam failure from any of the dams located in the area, and tsunamis and seiches are not considered a threat.

5.3.3 Fire Protection Services

Fire protection is provided by the City Fire Department operating out of four stations. The city also maintains mutual aid agreements with Los Angeles County and surrounding cities. The communications system is shared with the Police Department and due to be upgraded for Fire Department purposes in the first quarter of 1985. The Department emphasizes fire prevention and "built-in" systems for suppression including:

- safety inspections at least once a year with suppression personnel
- a fire code violation citation system
- enforcement of a comprehension ordinance, adopted in the first half of 1984, expanding sprinkler requirements for new buildings, both residential and non-residential
- a computer aided dispatch system
- a public awareness program
- active involvement in disaster preparedness training for Department staff

The Fire Department maintains adequate response times for service and the overall fire rating as determined by for the City is 3. This rating, out of possible 10, 10 being the lowest, is an indicator of the level and quality of fire protection service available.

5.3.4 Emergency Service and Civil Disaster Plan

An Emergency Service and Civil Disaster Plan was prepared and adopted by the City in 1981. The purposes of the Plan are to:

1. Provide a basis for the conduct and coordination of operations and the management of critical resources during emergencies;
2. Establish a mutual understanding of the authority, responsibility, functions, and operations of civil government during emergencies;

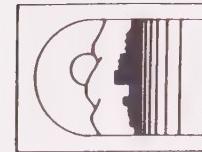
3. Provide a basis for incorporating into the city emergency organization non-governmental agencies and organizations having resources necessary to meet foreseeable emergency requirements.

The Plan identifies areas of responsibility in the event of an emergency and outlines contingency action plans. Staff simulation training has started to ensure the visibility of the Plan. The Emergency Service and Civil Disaster Plan is consistent with other local, county and state plans of this nature.

5.3.5 Hazardous Waste Management

The County of Los Angeles adopted a County Hazardous Waste Management Plan in 1989. Along with a primary goal of waste minimization, the purpose of the Plan is to achieve a multifaceted, balanced and effective system of hazardous waste management on a countywide basis, while providing protection to citizens and the environment. The Plan and its policies are hereby incorporated by reference. The incorporation of the County Plan does not limit the authority of the City to establish more stringent planning requirements.

Economic Development Element



ECONOMIC DEVELOPMENT ELEMENT

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Alhambra General Plan

Economic Development Element

The Economic Development Element is concerned with the fiscal issues relating to capital expenditures for infrastructure, the provision of urban services, and the economic health of commercial and industrial uses in the City. Economic Development policies focus on the enhancement of the City's tax base and business climate and on the economical provision of public services. All General Plan issue areas and the implementation of policies identified in the General Plan are directly or indirectly linked to the Economic Development Element since each of these, in some way, represent a public or private expenditure of funds.

1.0 ISSUE IDENTIFICATION

The Economic Development Element is organized into five issue areas. These issue areas were identified through economic research and analysis related to the other elements of the General Plan. The findings of this analysis are summarized in Section 2.0. Supporting data can be found in Appendix A, Background Report.

- 1.1 Regional Market Share - Alhambra's economic vitality and growth is directly linked to Alhambra's ability to attract consumer dollars from outside the City.
- 1.2 Local Businesses - Local businesses should be maintained, encouraged and supported through local government policy.
- 1.3 Redevelopment - The elimination of blight through Redevelopment in the City helps bolster and enhance local businesses and the manufacturing sectors of Alhambra's economy.
- 1.4 Fair Share of Urban Services Costs - Development of any kind within the City requires and uses urban services. New development's fair share of these services should be balanced between the long-term costs of providing services and the benefits of the particular land use to the community and the region.
- 1.5 Cost-effectiveness - Commitments to capital expenditures for infrastructure and provisions for urban services should be made in an economical manner to ensure efficient expenditure of public funds.

2.0 FINDINGS

2.1 Socio-Economic and Employment Characteristics

The City's rapid increase in population since 1979 corresponds to data indicating an expanding regional economy. The City's demographic changes mark the introduction of a substantial Asian community and increases in young families and single-person households, both potentially increasing markets for consumer goods.

Alhambra residents spend a higher than desirable portion of disposable income outside the City. Apparel, food, home furnishings and appliances are examples of items being purchased elsewhere.

Over 62% of Alhambra's labor force is employed. The 4.2% unemployment rate in the City is below the 6.0% County rate. Commuting patterns show that over one-third of the labor force work in the City of Los Angeles.

2.2 Economic Base

The number of jobs in Alhambra increased 9% from 1970 to 1980, from 26,661 to 29,303. The Services Industry accounted for the largest number of new employment opportunities with manufacturing providing almost an equal number. Significantly, the retail trade industry remained stable with the wholesale trade sector losing jobs.

There are approximately 3,600 businesses in the City, most of which have annual sales volumes of less than \$2,000,000 and fewer than 30 employees.

Service and retail companies make up the largest sector of Alhambra's businesses but manufacturing businesses represent the highest annual sales volume and highest wages.

The City's Redevelopment Agency, active since 1969, has stimulated extensive private investment in designated project areas.

2.3 City Revenues and Expenditures

City General Fund reserves have been at less than the 5% balance recommended by most fiscal analysts for the last 4 years. Sales tax revenue accounts for approximately 13% of the City's overall operating budget. Automobile dealerships and automobile supplies outlets are the largest single source of sales tax revenues in the City.

2.4 Local Business Needs

A 1984 survey of Alhambra businesses identified what forms of assistance, if any, local businesses felt were needed. The largest areas of need identified were marketing assistance, financial management assistance and location assistance.

Most businesses indicating a need for marketing assistance were small retail and service oriented establishments.

A significant number of manufacturing related business indicated a need for a new business location, possibly signalling the manufacturing sector is expanding and searching for space.

3.0 GOALS STATEMENT

The goals of the Economic Development Element are:

- 3.1 To expand the local tax base.
- 3.2 To develop a diversified quality commercial base and areawide recognition as a regional marketplace with uses that are appropriate to the Alhambra community.
- 3.3 To provide a safe, decent and economically profitable environment in support of a strong local business community.
- 3.4 To increase employment opportunities.

4.0 POLICIES

In order to achieve the goals of the Economic Development Element, the City shall:

- 4.1 Encourage and enhance the development of the City's commercial areas to capture a larger share of the regional market while serving the needs of the local community.
- 4.2 Provide for and encourage economic maintenance and revitalization of existing commercial areas.
- 4.3 Eliminate and prevent the spread of blight and deterioration in the City and in redevelopment project areas.
- 4.4 Encourage new development that provides benefits to the community in balance with the costs of the provision of urban services.
- 4.5 Continue to promote the efficient and cost-effective use of public facilities and services.

5.0 EXISTING CONDITIONS

5.1 City Budget

The adopted City Budget for Fiscal Year (FY) 1984-1985 estimated revenue resources totalling \$40,021,885. The major sources for this revenue were other state and federal agencies (23%), changes for current services (19%), sales tax (13%), property taxes (16%), and other taxes (11%). Estimated expenditures by department were public safety (24%), redevelopment agency (17%), enterprise funds (20%), street system (12%), support services (9%), general government (6%), and housing and community development (5%).

The FY 1984-1985 budget represents an approximately 7% decrease from the prior FY due primarily to a decrease in capital expenditures by the Redevelopment Agency. Total expenditures for FY 1983-1984 were \$42,139,952.

The budget document in FY 1984-1985 addressed the need to maintain adequate reserve funds and acknowledged the need to seek additional revenue sources to repair and replace the City's aging infrastructure. A significant policy change concerning the use of revenue derived from parking violations was adopted allocating funds for an acquisition and development program to provide additional parking in the downtown area.

5.2 Redevelopment

The Alhambra Redevelopment Agency was created in 1969. The redevelopment project area encompassed all industrial zoned properties in the City (Figure 1). The majority of the privately owned land parcels in the original project area have been cleared of blight and redeveloped into modern light industrial buildings and offices. Agency efforts in the original project area in the 1980's are directed toward the modernization of public improvements.

In 1981, the original redevelopment project area was expanded to include all of Main Street between Fremont Avenue on the west and the City limits on the east (Figure 1). The purpose of expanding the project area is made clear by the proposed redevelopment actions added to the Redevelopment Plan:

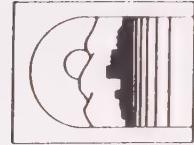
- Restoration and revitalization of existing architecturally significant buildings and structures.
- Acquisition and clearance of certain parcels of land for the purposes of expanding and improving the publicly owned downtown parking system.
- Appropriate redesign and landscaping of existing public parking lots.

- Additional peripheral commercial uses, including restaurants, banks and other financial institutions, offices, retail and wholesale sales.
- Public improvements necessary to achieve effective redevelopment of the Main Street area.

5.3 Commercial Needs

The majority of existing commercial areas in the City, with the exception of the commercial land uses introduced in the redevelopment project area, have developed along major arterials. This "strip" commercial development pattern has resulted in problems with adjacent neighborhoods as residential development increased. Intensification of commercial uses in this pattern has the potential to further impact neighborhoods because of increased traffic, inadequate parking, odors and noise. Growth of the older commercial areas is limited by inadequate parking and insufficient land area for expansion.

Noise Element



NOISE ELEMENT

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2	Future (2004) Noise Contours	3

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ALHAMBRA GENERAL PLAN NOISE ELEMENT

1.0 ISSUES IDENTIFICATION

The Noise Element is organized into the three issue areas described below. The issues were identified through analysis of existing conditions and the projected future noise environment.

1.1 Transportation Noise Control - Within the City of Alhambra are a number of transportation-related noise sources including freeways, major arterials, railroads and helicopter landing pads. These sources are the major contributors of noise in Alhambra, and cost effective strategies to reduce the influence on the community noise environment are an essential part of the Noise Element.

1.2 Noise and Land Use Planning Integration - Information relative to the existing and forecast noise environment within Alhambra is to be integrated into future land use planning decisions. The Element describes the noise environment in order that the City may include noise impact considerations in the development process. Including noise impact considerations in the early stages of the development process will help prevent incompatible land uses.

1.3 Community Noise Control for Non-Transportation Noise Sources - Residential land uses and areas identified as noise sensitive must be protected from excessive noise from non-transportation sources. These levels are most effectively controlled through a City Noise Ordinance and the application of the ordinance to specific community noise conflicts.

2.0 FINDINGS

Noise affects all types of land uses and activities, although some are more sensitive to high noise levels than others. Land uses in Alhambra identified as noise sensitive include residences of all types, hospitals, rest homes, convalescent hospitals, places of worship and schools. There are a number of land uses identified as noise sensitive that are exposed to excessive noise levels. Typically these are older established homes located along the major arterial routes of the City. In addition, the incompletely noise barrier along the east end of the San Bernardino Freeway results in high noise levels for some residential and school land uses. A number of schools are located in areas identified as high noise zones.

The noise environment for Alhambra is depicted in terms of noise contours for the major noise sources within the City. The contours, developed for existing (1984) conditions and 20-year forecast conditions (2004), are presented in Figures 1 and 2 respectively. Both the 60 and 65 dB LDN contour levels are

legend

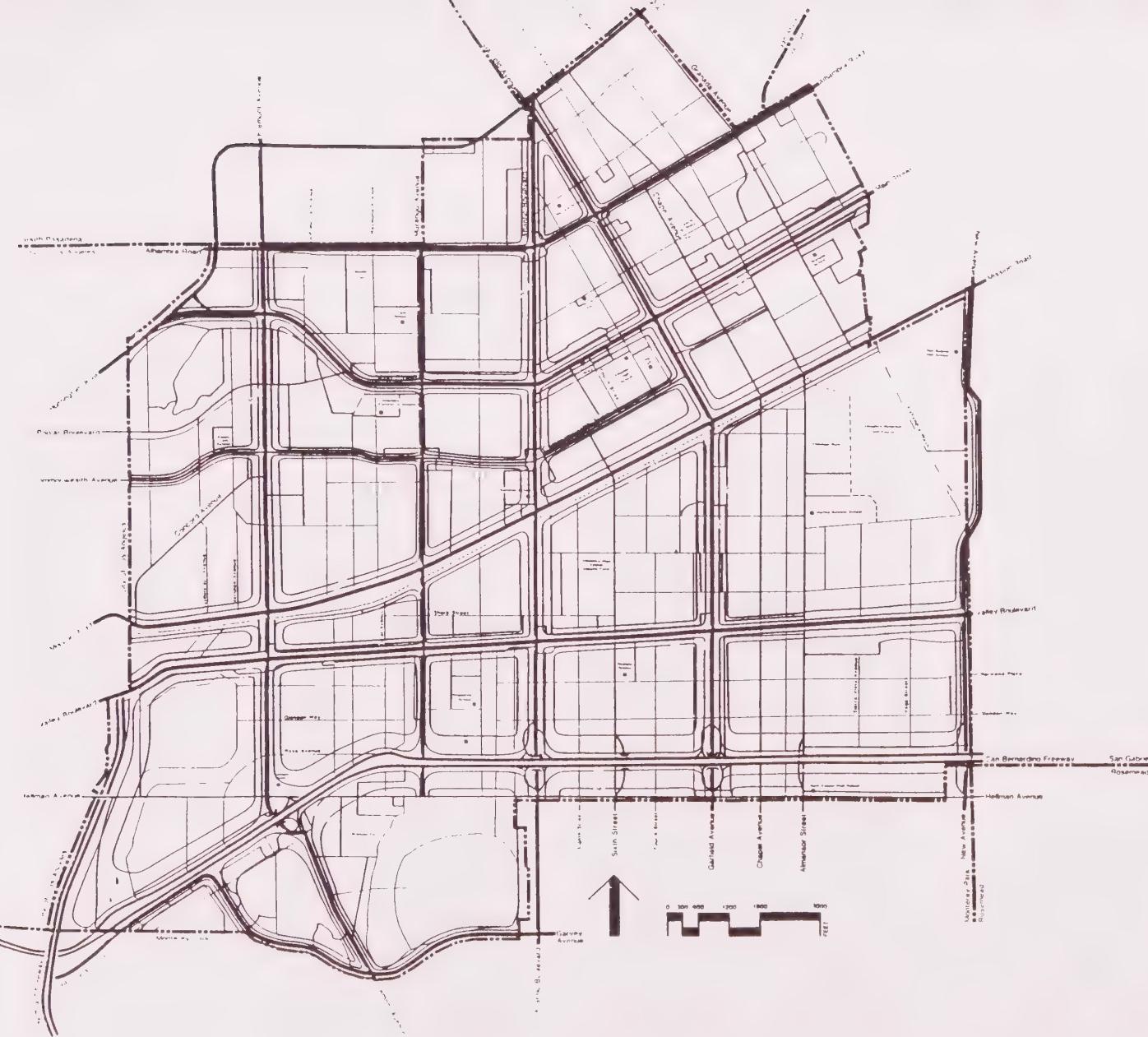
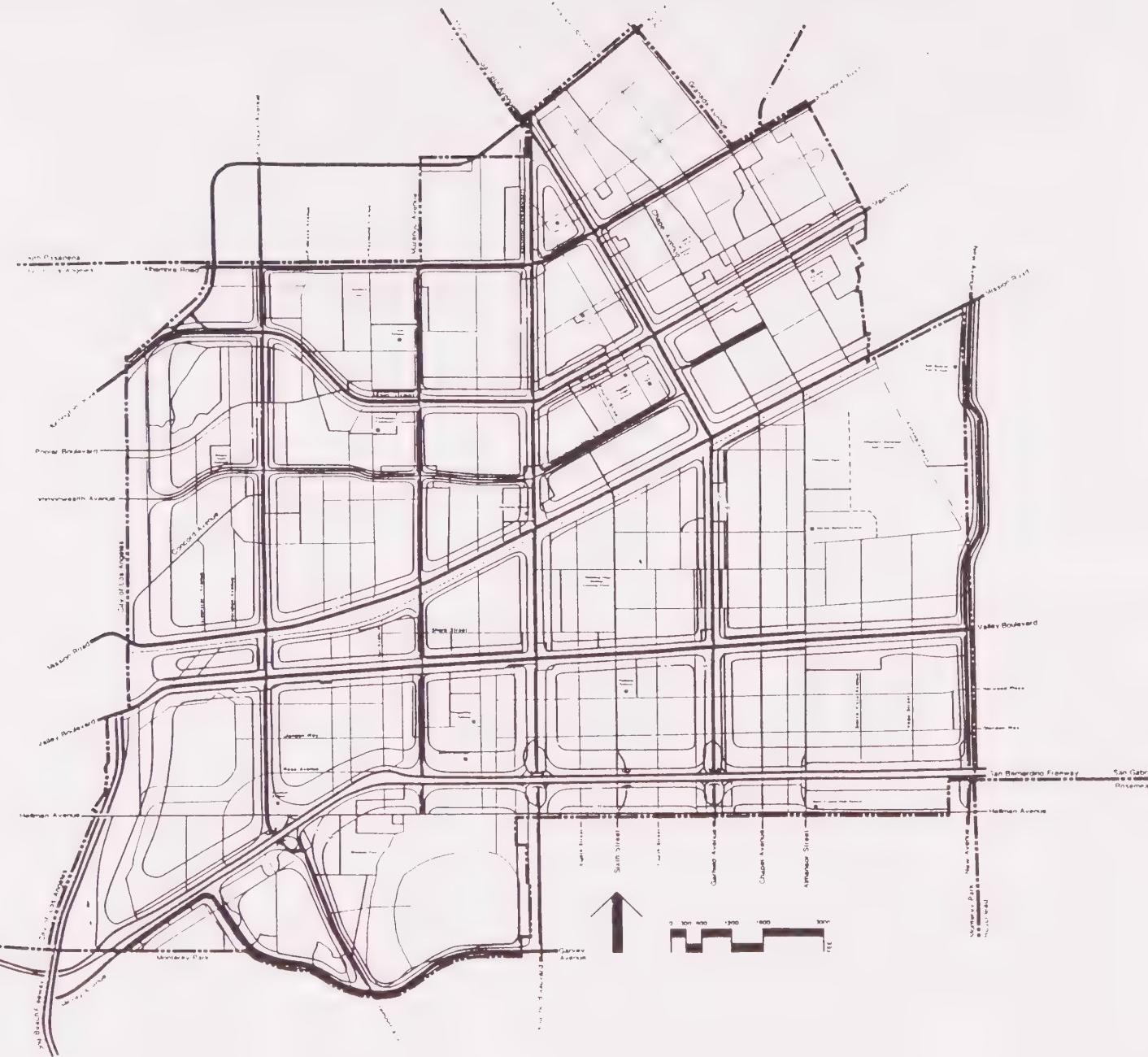


Figure 1
Existing (1984)
Noise Contours
**City of
ALHAMBRA
GENERAL PLAN**



legend

Figure 2
Future (2004)
Noise Contours
**City of
ALHAMBRA
GENERAL PLAN**



shown on these maps. The 60 dB LDN contour represents the Noise Referral Zone for which any proposed noise sensitive land use within this zone will be evaluated on a project specific basis and the project may require mitigation to meet City or State (Title 24) standards. The 65 LDN contour represents the level for which any proposed residential land uses will require mitigation in order to comply with local noise standards.

The sources of noise in Alhambra can be divided into two basic categories, transportation sources and non-transportation sources. A local jurisdiction has little direct control over transportation noise at the source. State and Federal agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is through reducing the impact of the noise onto the community (i.e. noise barriers).

2.1 Transportation Noise Control

The principal sources of noise in Alhambra, as in most other communities, are mobile noise sources, including motor vehicles and railroads. Two major freeways, a railroad, and a number of arterials expose the City to significant noise levels, particularly in those areas directly adjacent to these sources. Noise mitigating barriers along sections of the San Bernardino Freeway and the lowering of the railroad tracks provide for significant reduction in the noise levels near these sources. There are no airports located in or near Alhambra that significantly contribute to the noise environment. The noise environment in Alhambra is typical of what would be expected of a community located within a major urban area such as the Los Angeles Basin.

To a lesser degree, the City is also exposed to noise emanating from sources such as helicopter landing pads and industrial and commercial activities, construction activities and human activities.

2.2 Noise and Land Use Planning Integration

To control future noise and land use incompatibilities, noise concerns are to be incorporated into land use planning. This is achieved by establishing standards and criteria that specify acceptable limits of noise levels for various land uses throughout the City. These criteria are designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts. Table 1 depicts criteria used to assess the compatibility of proposed land use with the noise environment. These criteria are the bases for the development of specific noise standards. These standards, presented in Table 2, depict the City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

TABLE I
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CITY OF ALHAMBRA NOISE/LAND USE CRITERIA

LAND USE CATEGORIES		DAY NIGHT NOISE LEVEL (LDN)
CATEGORIES	USES	<55 60 65 70 75 80>
RESIDENTIAL	Single-family, Duplex multiple-family	A A B B C D D
RESIDENTIAL	Mobile Home	A A B C C D D
COMMERCIAL Regional, District	Hotel, Motel, Transient lodging	A A B B C C D
COMMERCIAL Regional, village District, special	Commercial retail, Bank, restaurant, movie theatre	A A A A B B C
COMMERCIAL INDUSTRIAL INSTITUTIONAL General	Office building, Research and development, Professional offices, City office building	A A A B B C D
COMMERCIAL Recreational INSTITUTIONAL, Civic Center	Amphitheatre, Concert hall Auditorium, meeting hall	B B C C D D D
COMMERCIAL Recreation	Children's amusement park, Miniature golf course, go-cart track, Equestrian center, Sport club	A A A B B D D
COMMERCIAL General, Special INDUSTRIAL, Gen. Man. INSTITUTIONAL	Automobile service station Auto Dealership Manufacturing, Warehousing Wholesale, Utilities	A A A A B B B
INSTITUTIONAL General	Hospital, Church, Library Schools' classroom	A A B C C D D
OPEN SPACE	Parks	A A A B C D D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers, Wildlife Reserves, Wildlife Habitat	A A A A A A A
AGRICULTURE	Agriculture	A A A A A A A

INTERPRETATION

ZONE A Clearly Compatible	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
ZONE B Normally Compatible	New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.
ZONE C Normally Incompatible	New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
ZONE D Clearly Incompatible	New construction or development should generally not be undertaken.

TABLE 2
CITY OF ALHAMBRA NOISE STANDARDS

LAND USE CATEGORIES		ENERGY AVERAGE (LDN)	
CATEGORIES	USES	INTERIOR(a)	EXTERIOR(b)
RESIDENTIAL	Single Family, Duplex Multiple Family (M.F.)	45 (c)	65
	Mobile Home	-	65
COMMERCIAL/ INDUSTRIAL/ INSTITUTIONAL	Hotel, Motel, Transient lodging,	45	-(d)
	Commercial retail, Bank Restaurant	55	-
	Office Building, Research development, Professional office, City office building	50	-
	Amphitheatre, Concert Hall, Auditorium meeting hall	45	-
	Gymnasium (Multipurpose)	50	-
INSTITUTIONAL	Hospitals, Schools' classroom	45	-

INTERPRETATION

- a. Indoor environment excluding: Bathrooms, toilets, closets, corridors.
- b. Outdoor environment limited to: Private Yard of single family
M.F. Private Patio or balcony which is
served by a means of exit from inside.
Mobile Home Park
- c. Noise level requirements with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, section 1205 of UBC.
- d. Exterior noise level should be such that interior noise level will not exceed 45 CNEL.

2.3 Community Noise Control for Non-Transportation Noise Sources

The most effective method to control community noise impacts from non-transportation noise sources is through application of the community noise ordinance. The City will amend and adopt a new comprehensive community noise ordinance to ensure that City residents are not exposed to excessive noise levels from non-transportation noise sources. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels mandated by the ordinance are typical of a quiet residential area.

3.0 GOAL STATEMENT

The following is a statement of the goals of the Noise Element for the City of Alhambra.

- 3.1 To provide for the reduction of noise where the noise environment is unacceptable.
- 3.2 To protect and maintain those areas having acceptable noise environments.
- 3.3 To provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions.

4.0 POLICIES

In order to achieve the goals of the Noise Element the following policies shall be developed by the City.

4.1 Issue Area: Transportation Noise Control

Provide for measures to reduce noise impacts from transportation noise sources. These measures include:

- Policy 4.1.1 Construct barriers to mitigate sound emissions where necessary or where feasible.
- Policy 4.1.2 Insure the inclusion of noise mitigation measures in the design of new roadway projects in Alhambra.
- Policy 4.1.3 Reduce transportation noise through proper design and coordination of routing.
- Policy 4.1.4 Ensure the effective enforcement of city, state and federal noise levels by all appropriate city divisions.
- Policy 4.1.5 Mitigate potential impacts for existing and proposed helicopter operations.

4.2 Issue Area: Noise and Land Use Planning Integration

Incorporate noise considerations into land use planning decisions. These measures will be achieved through the following policies.

- Policy 4.2.1 Establish acceptable limits of noise levels for various land uses throughout the community.
- Policy 4.2.2 Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise sensitive areas.
- Policy 4.2.3 Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.
- Policy 4.2.4 Encourage acoustical design in new construction.

4.3 Issue Area: Community Noise Control for Non-Transportation Noise Sources

Develop measures to control non-transportation noise impacts.

- Policy 4.3.1 Establish new Community Noise Ordinance to mitigate noise conflicts.
- Policy 4.3.2 Resolve existing and potential conflicts between various noise sources and other human activities.
- Policy 4.3.3 Evaluate noise generated by construction activities.
- Policy 4.3.4 Establish and maintain coordination among the city agencies involved in noise abatement.

5.0 ANALYSIS OF ENVIRONMENTAL CONDITIONS

This section contains a detailed description of the current and projected noise environment within the City. The noise environment is described based on an identification of noise sources and noise sensitive land uses, a community noise measurement survey and noise contour maps.

This report identifies the major sources of noise in the community. The sources of noise in Alhambra include two major freeways, arterial roadways, a railroad, helipads, high altitude aircraft, and industrial and commercial centers. To assess the noise environment in the City, noise sensitive receptors must also be identified. As mandated by the State, noise sensitive receptors include: schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction.

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The purpose of the survey is threefold. The first is to determine the existing noise levels at noise sensitive land uses. The second purpose is to provide empirical data for the correlation and calibration of the computer modeled noise environment. A third important aspect of the survey is to obtain an accurate depiction of the ambient noise levels in various parts of the City.

Noise contours for all of the major noise sources in Alhambra have been developed for existing conditions and future conditions. These contours are determined from the traffic levels for these sources and the results of the noise measurement survey. The contours are expressed in terms of the Day Night Noise Level (LDN). The existing conditions scenario is derived from 1984 traffic levels and environmental conditions. Future conditions are presented for the 20 year time period of 2004.

5.1 Sources of Noise

The most common sources of noise in urban areas are transportation related noise sources. These include automobiles, trucks, motorcycles, railroads, and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and its proximity to areas sensitive to noise exposure. Railroad and aircraft operations, though infrequent, may generate extremely high noise levels that can be disruptive to human activity.

The City of Alhambra is affected by two freeways. The San Bernardino Freeway bisects the south portion of the City and the Long Beach Freeway is on the west boundary of the City. The major arterials in the City include Fremont Avenue, Atlantic Boulevard, Garfield Avenue, and New Avenue in the north/south direction and Valley Boulevard, Mission Boulevard, and Main Street in the east/west direction. There are no airports that impact Alhambra, however there are private helipads within the City boundary. Stationary noise sources include industrial and commercial centers such as manufacturing plants and shopping centers.

5.2 Noise Sensitive Receptors

The City of Alhambra has a number of public and private educational facilities, hospitals, convalescent hospitals and other facilities that are considered noise sensitive. The distribution of these facilities varies from quiet residential areas to major transportation corridors. Some schools, such as Mark Keppel High School are exposed to noise levels greater than 65 dB LDN while other schools such as Marguerita School have noise environments well below 60 dB LDN.

5.3 Community Noise Measurement Survey

The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The noise measurement survey was conducted at twenty-four locations throughout

the City. The survey focused on measurements at primary noise sources and at noise sensitive uses. Each site was monitored for a minimum of 20 minutes with longer measurements at locations near the railroad line where the events are sporadic. The results of the survey and the methodology used in the measurements are summarized in the Appendix.

5.4 Community Noise Contours

The noise contours for the City of Alhambra are presented in Figures 1 and 2 for 1984 and 2004 conditions respectively. The contours are based on the existing and future conditions of traffic volume, railroad activities, and other sources of noise in the community. The methodology used for computing the noise contours is presented in the Appendix.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours depicted on the maps are the 60 and 65 dB LDN noise level. The noise contours presented should be used as a guide of land use planning. The 60 dB LDN contour depicts the noise referral zone. This is the noise level for which the noise level considerations should be included when making land use policy decisions. The 65 dB LDN contour depicts the area for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabularized format in the Appendix. Topography and intervening buildings or barriers have a very complex effect on the propagation of noise, and therefore noise contours. The mitigating effects of the San Bernardino Freeway barrier and the lowered railroad tracks are included in these noise contour projections.

5.5 Summary of Noise Exposure

The sources of noise in Alhambra fall into four basic categories. These are: freeways; major and minor arterial roadways; railroad; airports and heliports; and stationary sources. Each of these sources and their impacts to the noise environment of Alhambra are summarized in the following paragraphs.

Freeways. Two major freeways are located in the City of Alhambra. These include the San Bernardino (I-10) and the Long Beach Freeway (SR-7). The Long Beach Freeway is located southwest of the City and has a minimal impact on the existing noise environment of Alhambra. Some residential land uses at the southwestern boundary of the city are exposed to audible noise levels from this freeway, although these levels are not considered significant. Once the Long Beach Freeway is completed, the traffic volumes will increase substantially and result in an increase in noise levels for these homes. Additional areas may also be exposed to an increase in noise along the new section of the freeway. However, Caltrans will provide mitigation in terms of a noise barrier to minimize any potential noise impacts.

The San Bernardino Freeway passes through the southern portion of the City. This freeway is a major source of noise and impacts a large portion of Alhambra. In the last few years, Caltrans has been constructing a large noise barrier along both sides of the freeway that is designed to mitigate the noise impacts from the freeway. The barrier has been completed from the west boundary of the City to Almansor Street with the exception of breaks in the barrier at freeway ramps and roadway overcrossings. This barrier effectively reduces the highway noise exposure for the land uses adjacent to the freeway. While these noise levels are significantly less than would be experienced without the barrier, the freeway is still audible. For land uses adjacent to the breaks in the barrier or elevated above the barrier, the freeway noise levels are significant.

East of Almansor Street, the noise barrier is not completed and thus, the freeway results in significantly high noise impacts on the adjacent land uses. This includes Mark Keppel High School on the south side and single-family residential land use on the north side. There is a noise barrier for the high school, however, this barrier is not as effective at reducing the freeway noise as the Caltrans barriers. For the residences on the north side the first row of homes are directly exposed to high levels of freeway noise. The freeway is also audible for subsequent rows of homes, however these levels are substantially less due to the shielding effect of the first row of homes.

Major and Minor Arterial Roadways. Traffic noise on surface streets is a significant source of noise within the community. the major roadways in the City include Fremont Avenue, Atlantic Boulevard, Garfield Avenue, and New Avenue in the north/south direction and Valley Boulevard, Mission Boulevard, and Main Street in the east/west direction. Noise levels along roadways is affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic and gradient of the roadway.

In general, most of the land uses along these roadways is commercial and industrial. However, there are still a number of non-conforming single-family residential homes that are located along many of these roadways. These homes were typically built a number of years ago and have access off of these major roadways. Many of these homes are exposed to noise levels greater than 65 dB LDN.

Railroads. The Southern Pacific Transportation Company has a main railroad line that passes through the center of the City. The line is located on the south side of Mission Boulevard in a east/west direction. The railroad line has been lowered to below the ground elevation through most of the City except at the far east end where the tracks return to even grade. The lowering of the tracks substantially reduces the impacts of noise onto the adjacent land uses due to both shielding of the noise and elimination of the at-grade street crossings. The railroad traverses both residential and commercial property. Second story homes that are

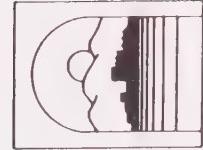
located adjacent to the tracks do not experience the same benefit in noise reduction as the ground floor and are exposed to noise levels greater than 65 dB LDN. The first floors of the homes adjacent to the tracks are still affected by the railroad; however, the noise levels are less than 65 dB LDN.

Airports and Heliports. There are no airports located in or near Alhambra nor are there any specific flight corridors that overfly the City. As with most municipalities located in an urban area, the community is subject to occasional noise intrusion from high flying inroute aircraft. However, these events occur only occasionally, and are not considered a major source of noise in Alhambra.

A private helipad is located at an industrial plant near Mission Road and Freemont Avenue. Helicopter operations from this facility occur only occasionally. There are existing residential land uses located in the vicinity of this helipad that are subject to potential single event annoyance when these operations do occur.

Stationary Sources. The City has relatively few sources of stationary noise. Most of the industrial centers are located in the west central side of the City. These are principally manufacturing plants. There are no major industrial refineries in the City. The primary noise associated with industrial and commercial activities is attributed to automobile and truck traffic. Additional sources of noise include air compressors, generators, outdoor loudspeakers and gas venting. Redevelopment within the Central Business District will result in an increase in the traffic noise levels within the area.

Implementation Element



IMPLEMENTATION ELEMENT

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Alhambra General Plan

Implementation Program

The General Plan Implementation Program provides a guide to the community, City staff and City officials in day-to-day decision making by suggesting ways to implement adopted policy. The purpose of the Implementation Program is to ensure that the overall direction for City growth development, redevelopment and preservation provided in the General Plan is translated from general terms to examples of specific actions. The Implementation Program is a series of recommendations that should not be considered City commitments to action on their own. Each implementation item would need further City Council action, either on a city-wide basis such as for zoning ordinance amendments, or on an individual proposal basis such as the approval for a conditional use permit application. The Implementation Program suggests findings that should be considered in day-to-day decision-making in order to ensure such decisions are consistent with the General Plan.

1.0 STATEMENT OF INTENT

The City Council, by its inclusion of an Implementation Program in the General Plan, recognizes the importance of long-range planning considerations in day-to-day decision-making. The goals, policies and objectives of the Plan provide a foundation for decisions. Flexibility of the Plan shall be encouraged as a means of accommodating changing demands and lifestyles and including innovative ideas and the results of changing technology for the benefit of the community. However, caution must be used to ensure the General Plan is not flexible to the point that policies become meaningless as an active and persuasive tool in guarding the community's future. Proposed amendments which deviate from the Plan's intent shall be carefully weighed for their appropriateness and impact on the City.

2.0 RECOMMENDED IMPLEMENTATION MEASURES BY GENERAL PLAN POLICY AREA

I. Overall Measures

- I.1 Work with other governmental and private agencies to implement the General Plan. The City, while maintaining its individual community identity should recognize its regional role within the San Gabriel Valley and as part of the Los Angeles employment center and encourage dialogue and consultation with other governments and agencies.
- I.2 Implement the California Environmental Quality Act (CEQA) through local ordinances to ensure land use compatibility. Environmental assessments of projects should include the potential for noise, odor, traffic, smoke and fumes and other impacts.

- I.3 Proposed projects requiring environmental assessments should be reviewed for consistency with the General Plan. Projects found to be consistent with both the General Plan and Zoning Ordinance should be considered for a Negative Declaration if the projects anticipated impacts have been contemplated by the General Plan Environmental Impact Report. A Negative Declaration issued in this manner should incorporate the General Plan EIR by reference, as permitted by CEQA.

POLICY AREA: ENVIRONMENTAL MANAGEMENT

The following measures are recommended to implement the Environmental Management Element of the General Plan:

Issue Area: Conservation and Protection of Natural Resources

1. Plant selected native, drought-resistant plants that require minimum amounts of water in City-maintained landscaped areas.
2. Require the installation of low-volume flush toilets and low-flow faucets and showers in new construction.
3. Review existing City ordinances to ensure building setback and height requirements provide sufficient solar exposure for developments to effectively utilize solar energy systems.

Issue Area: Resources Management

4. The City has identified, designated and studied potential historic neighborhoods (survey areas) throughout the City. Federal and State grant money was used to fund this undertaking. Those areas which were first surveyed are:
 - a. Neighborhoods northwest of Alhambra Road and Atlantic Boulevard to the City limits.
 - b. Neighborhoods between Main Street, Granada Avenue, Mission Road, and Almansor Street.
 - c. Neighborhoods between Main Street, Garfield Avenue, Alhambra Road, and Atlantic Boulevard.
 - d. Neighborhoods between Norwood Place, Garfield Avenue, San Bernardino Freeway, and Atlantic Boulevard.
 - e. Individual blocks on North Stoneman Avenue.
 - f. Pyrenees Castle

5. Develop and adopt an historic preservation ordinance consistent with State and Federal guidelines to create incentives for property owners to preserve and reuse historic structures.
6. Enforce federal, state and local air quality standards.
7. Monitor local groundwater quality and evaluate the potential effects of governmental and private actions on water quality through the environmental review process.
8. Investigate, in cooperation with other local, state and federal agencies, the feasibility of establishing and maintaining aquifer recharge zones and processes to assure water quality and quantity.

Issue Area: Community Design

9. Improve key entry points of the City of Alhambra by landscaping and attractive signage. Develop a common graphic format or theme for street and public facility identification. The City should consider including community wide participation for development and selection of a format or theme.
10. Continue to operate a rigorous program of street sweeping, graffiti removal and landscaping maintenance along the San Bernardino Freeway right-of-way.
11. Develop, adopt and enforce a sign ordinance that establishes design standards for on and off premise signs and billboards.
12. Continue to implement a long range program for the underground relocation of overhead power distribution facilities, telephone lines, and other utility services.
13. Continue to implement the adopted Master Plan of street trees.

Issue Area: Open Space, Parks and Recreation

14. Require the dedication of recreational land, a fee in lieu, or a combination of both, of developers of new residential subdivisions and residential planned developments. Revenue received from these fees should be used for park acquisition and development within the general area of the particular development they were collected from, as called for by the Quimby Act and allowed by Government Code Section 66477.
15. Discuss possible joint-powers agreements for the purpose of increasing available recreational resources between the City of Alhambra and:

- (a) the local school districts;
 - (b) adjacent cities;
 - (c) the County of Los Angeles;
 - (d) California State University, Los Angeles;
 - (e) Cal-Trans;
 - (f) utility companies; and
 - (g) flood control district.
16. Amend zoning ordinance parking requirements in order to provide on-site parking at all park sites in accordance with the following:
- Neighborhood park - a minimum of 5 spaces for the first two acres, and 1 space for each additional acre.
- Community park - a minimum of 5 spaces per acre; add spaces for major facilities.
- Athletic field (separate or combined) - 5 to 8 spaces per acre depending upon spectator seating accommodation or 3.5 passengers per car.
- Community center - 1 car space for 3 patrons.
- Swimming pool (outdoor) - 1 car space for 5 patrons.
- Picnic area - 1 car space for 4 patrons.
- Issue Area: Hazards Management
17. Require all new developments and existing public facilities to comply with established seismic safety standards.
18. Adopt a plan and ordinance for mitigation of existing buildings defined as hazardous because of their inability to withstand potential groundshaking effects from earthquakes. The City should investigate potential funding sources of this program provided by Assembly Bill #604 (2-23-81), Assembly Bill #2662 (2-6-84), Senate Bill #1797 (2-14-82).
19. Provide strong monitoring of the use, storage or disposal of potentially toxic or hazardous materials in the City. Utilize available resources including City personnel, Los Angeles County Health Department, California State Department of Transportation, and the California Highway Patrol in responding to complaints and problems.
20. Develop and adopt a Fire Safety Master Plan to ensure community desired levels of service are adequately funded.

Issue Area: Public Services and Facilities

21. Public Safety:

Staffing levels in the Police and Fire Departments as well as facility space and equipment establish the levels of service available to the community. There are several measures that can be used in assessing staffing level adequacy including the ratio of fire fighters or police officers per 1,000 population. In 1968, for example, the Police Department had a complement of 86 offices to serve a population of approximately 62,000. In 1984, the Department had 85 offices to serve 68,300 persons. The changes in Department administration and technological advances in service delivery must be factored in before determinations of adequacy can be made. In order to effectively implement city policy concerning public safety, a Public Safety Master Plan should be completed which balances professional recommendations with local conditions restraints and community desires. Future needs of the Departments could then be anticipated in conjunction with growth projections of the General Plan.

22. Library System:

The Library System is an important community resources that has experienced substantial increases in service demand as a result of increased population and changing demographics. Expansion of the existing system, including facility expansion at existing locations or the opening of a new branch may be necessary to meet the projected growth in the community. Funding for library expansion could, in part, be raised through private donations if a well coordinated community wide fund raising effort were undertaken. Location of a new branch facility should be north of Mission Road and east of Atlantic Boulevard to serve the future population anticipated in this area.

23. Parks and Recreation System:

The City's park and recreation facilities are located at central points in city neighborhoods. Recommendations to continue providing needed services include acquisition of the Athletic Field site at Sixth Street. Funds for acquisition could involve City agreements with the property owner to transfer development rights to another location; thereby reducing the cost of the site.

Past City policy has called for a continuation and expansion of reciprocal use agreements with the School District for school play areas. While this policy is continued in the 1984 Plan, overcrowding in the schools has resulted in the temporary loss of these areas for recreation purposes. Recreation programming for at least the next five years should concentrate on increased use of regional facilities whenever possible.

POLICY AREA: LAND USE

Implementation measures for land use policy are organized around the tools available that bear a direct relationship to the realization of adopted land use goals. These tools are the zoning and Subdivision Ordinances of the Municipal Code, the Capital Improvement Program and the Redevelopment Plan. Recommendations to implement policy concerning the level of public services conclude the section.

Zoning And Subdivision Ordinances

The Zoning Ordinance was last revised in 1982. The Ordinance will require further revision to effectively implement this General Plan. Table 1 summarizes those areas requiring amendment as discussed in the following recommendations.

Residential Land Use:

1. Residential land use designations are implemented by one or more zoning districts which establish standards within the density ranges of the General Plan. Since the Plan directs an overall density reduction in each residential category, corresponding changes should be made in the Ordinance. Specific recommendations include:
 - deletion of the Very High Density Residential category and RPD zone districts; and
 - adoption of at least one zone district to implement densities described in the General Plan land use map.
2. The existing ordinance combines all multiple family zones into one Residential Planned Development (RPD) Zone which requires discretionary approval of all development. This procedure has resulted in unnecessary confusion for both property owners and City officials and staff. The ordinance should differentiate between a zone district and a permit procedure.
3. Residential development should only be permitted in residential zones, and the Central Business District (CBD) Zone. The only exception should be when residential use is proposed in conjunction with a redevelopment replacement housing plan that has incorporated design measures to reduce potential land use in compatibilities.

TABLE 1
ZONING COMPATIBILITY AND CONSISTENCY MATRIX

General Plan Designation	Existing Zoning District	Recommended Zoning District	Zoning Text	Amendments Map
RESIDENTIAL				
low density	R-1, RPD	R-1	yes	no
medium density	R-2, RPD	R-2, R-2	yes	yes
high density	RPD	R-3	yes	yes
COMMERCIAL				
general office/prof.	CPD	CPD	yes	yes
CBD	Comm. Office	Comm. Office	yes	no
	CDB, Downtown Revitalization	CBD Downtown Revitalization	yes	no
Parking	Parking	Parking	yes	yes
Industrial	MPD	MPD	yes	yes
Open Space	Open Space	Open Space	yes	yes
Public Facilities	-	Public Facilities	no	no

4. Allowances for a guest house, as a conditionally permitted use in the R-1 Zone should be removed or restricted only to those R-1 properties bordering another zone district.
5. Residential land use conversion from low and medium densities to high density along major arterials shall be permitted only when a proposal:
 - assembles existing lots
 - reduces the number of access points or "curb cuts" along the arterial
 - incorporates sound reduction techniques in building design and materials
 - will not negatively impact existing land uses in other zone districts

Criteria for evaluating a proposal within these guidelines could include:

- a minimum lot size of 12,000 square feet
- dedication or easement requirement for alley access to the rear of the property
- one curb cut per development with minimum driveway width or length sufficient to accommodate two vehicles
- requirement for remote controlled gateways if gateways are proposed on a driveway
- certification, by an acoustical engineer that interior noise levels meet minimum habitable living standards as defined by Title 24 of the State Health and Safety Code. This certification would be based on actual interior noise measurements recorded prior to the issuance of an occupancy permit.
- landscaping or wall requirement to provide adequate buffering

An incentive in the form of additional dwelling units could be used to encourage developments within these criteria. The number of additional allowed should be in relation to the anticipated increased costs a prospective developer would incur as a result of these requirements when compared with similar development costs elsewhere in the City. Additional units should not be allowed at the expense of other development standards such as parking, etc.

6. Consider revision of the Zoning Ordinance regarding administration of variations for all residential projects including senior citizen and low/moderate income housing.

7. The number of units shall be determined by counting:

- the number of kitchens; or
- the number of bedrooms divided by two.

The larger number shall be used to evaluate compliance with density limitations. This provision is intended to apply to the High Density Residential category only.

Commercial Land Use:

8. The Civic Center District should be deleted from the text and maps of the ordinance. The intent and purpose of these districts is met with the CBD Zone, design regulations, and with the Redevelopment Plan.

9. Land use conversions to commercial uses, particularly along major arterials, shall be permitted only when a proposal:

- assembles existing lots
- limits the number of curb cuts along major arterials
- provides adequate parking and on-site circulation
- operates in conformance with the City's Noise Ordinance and other applicable environmental regulations
- will not negatively impact existing land uses in other zone districts

Criteria for evaluating a proposal within these guidelines include:

- a minimum lot size of 12,000 square feet
- minimum street frontage of 80 feet
- standard of one curb cut per 100 feet of street frontage
- dedication or easement requirement for rear access
- relationship of number of tenants within a given development to the parking required for that development.
- require landscaped buffers with mature landscaping, a wall, or both on those sides abutting a residentially zoned area. Agreements between property owners could be encouraged whereby the applicant installs the landscaping and the adjacent property owner maintains it. The landscaped buffer strip between the wall and adjacent property owner should be a minimum of 3 feet.

- Land use conversions within the area designated on the General Plan map for General Commercial and intended for regional commercial development between Popular and Commonwealth and between Fremont and Cypress shall be permitted only when a proposal involves a minimum lot size of 5 acres.
- Land use conversions within the area designated on the General Plan map for General Commercial and intended for automobile-related regional commercial uses on Main Street between Atlantic Boulevard and Huntington Drive shall be permitted only when a proposal is consistent with the Auto Row Alhambra Plan.

Parking:

10. The parking zone should be amended to reflect City policy of providing parking in established commercial areas for the purpose of maintaining their economic viability. Residential uses should be removed as a conditionally permitted use. The parking zone should contain provisions for commercial development when a proposal includes a plan for replacing the parking lost as a result of the proposal. Consider revision of the Zoning Ordinance to better relate the parking requirements for multi-family dwelling units to the number of bedrooms within a development.

Open Space:

11. The open space zone should be amended to include railroad rights of way and related transit uses. Limited commercial use could be conditionally permitted on linear areas of open space if such uses preserve the intent and purpose of the zone.

Zoning Ordinance Administration:

12. As part of ongoing enforcement efforts, a calendar for Planned Development Permit/Conditional Use Permit review should be established. The review period should be a condition of approval of the permit and initiated by the applicant. The length of time between reviews should be established on a case-by-case basis, depending on the type of application, but a minimum of two years is recommended. The Conditional Use Permit/PD Permit should be revoked when:

- a. Circumstances have changed to such a degree that one or more of the required findings for approval can no longer be made in a positive manner.
- b. The approval was obtained in a fraudulent manner.
- c. The use for which the approval was granted has ceased or has been suspended for six or more successive calendar months.
- d. One or more of the conditions of the approval have not been complied with.

Continue to provide a fair process of consistent administration of the Zoning Ordinance including amendments, variances, conditional uses and certificates of occupancy.

13. The following findings at a minimum, should be made for proposed rezoning:
 - a. The proposed rezoning is consistent with the objectives, policies, general land uses and programs of the Alhambra General Plan, and,
 - b. The adoption of the proposed rezoning would not be detrimental to the public interest, health, safety, convenience or welfare.

Capital Improvement Program

The Capital Improvement Program (CIP) should be reviewed in context of the 1984 General Plan to ensure plans for major expenditures are consistent with the areas designated for future growth. A finding of consistency with the General Plan must be made for each capital improvement approved. Studies contributing background and data to the CIP, such as the Sever Master Plan and the Water Master Plan should be evaluated under the revised growth projections for the City over the next 15 to 20 years.

Redevelopment Plan

The Redevelopment Agency has been successful in implementing city goals and objectives as expressed in the General Plan and in the Redevelopment Plan for the designated Project Areas. Expansion of the project area to include most of the Main Street commercial areas in 1981 provides an opportunity to continue implementing long range goals. The Redevelopment Plan acknowledges role redevelopment plays in General Plan implementation and both plans are consistent in adopted policy.

POLICY AREA: ECONOMIC DEVELOPMENT

Issue Area: Increasing Regional Market Share

1. The Land Use Element identifies areas for expansion of existing commercial areas, particularly along Main Street, at key intersections throughout the City. One area of current regional commercial retail activity is the Sears store on the west side of town in the redevelopment project area. Commercial expansion in this area should concentrate on attracting similar regionally-oriented businesses and support businesses. Such expansion should be considered with due regard to the service capability of the community. Of particular concern is the adequacy of infrastructure including streets, water, sewer. Pedestrian considerations should be included in any future design plans for the area.

2. Three areas in the City may have long-term potential as commercial regional areas. These are the Mark Keppel High School site; the Fremont Avenue, San Bernardino interchange area; and the future interchange area of the Long Beach Freeway in the vicinity of Concord Avenue. These areas are identified here only as areas with potential for regional commercial land use. Comprehensive special studies would have to first be prepared to determine economic feasibility and relocation of existing uses.
3. An aggressive coordinated marketing campaign under the direction of an organization such as the Downtown Merchants or Chamber of Commerce can assist in attracting customers from outside the community. Important in this kind of effort is the need for each store to have an adequate supply of goods on hand.

Issue Area: Revitalize Existing Locally-Oriented Businesses

4. A small business assistance program should be developed that emphasizes marketing assistance to smaller retail and services-oriented businesses, provides economic assistance to expanding manufacturing businesses, and makes available financial assistance to all businesses in need. Such a program could be organized through the Alhambra Economic Development Corporation or a similar organization and funded with Community Development Block Grant (CDBG) funds or Small Business Administration (SBA) funds.
5. The City, possibly through the Redevelopment Agency, should consider targeting an area for an industrial park or similar development for the purpose of providing land area for manufacturing concerns in need of room to expand.

Issue Area: Fair Share of Cost of Urban Services

6. Growth, land development and redevelopment result in fiscal impacts, both advantageous and disadvantageous to the City. Certain land uses may generate more revenue than others, even within a particular land use category. The City should consider incorporating a fiscal impact component into the development review process to identify and quantify the costs and benefits of proposed development. The fiscal impacts should then be considered with other non-fiscal, social impacts. The City Cost Revenue Impact System (CRIS) is one approach that can be used.

POLICY AREA: CIRCULATION

Issue Area: Circulation System

1. Periodically review current traffic volumes and expected increases generated by proposed new development to provide a basis for allocation of funds for roadway improvements at the most critical locations.

2. Acquire right-of-way for proposed widening of streets by dedication as a condition of improvement to private property.
3. Maintain strict enforcement of the designated truck routes.

Issue Area: San Bernardino/Long Beach Freeways

1. Establish communication with CalTrans and other State agencies to prioritize both the completion of the Long Beach Freeway project and the redesign and reconstruction of the San Bernardino Freeway interchanges.

POLICY AREA: NOISE

In order to achieve the goals and objectives of the Noise Element, an effective implementation program developed within the constraints of the City's financial and staffing capabilities is necessary. The underlying purpose is to reduce the number of people exposed to excessive noise and to minimize the future effect of noise in the City. Following are the policies that the City will implement to control the impacts of noise in Alhambra.

Issue Area: Transportation Noise Control

1. Coordinate with the California Department of Transportation to complete the installation of freeway noise barriers to effectively attenuate freeway noise for existing noise sensitive land uses. The noise barrier along the San Bernardino Freeway provides effective mitigation of freeway noise levels. This barrier should be completed east of Almansor Street to mitigate the high noise levels for the residential land uses and Mark Keppel High School.
2. Ensure the employment of noise mitigation measures in the design of new freeways (specifically the Long Beach Freeway extension) and arterials consistent with funding capability and to support efforts by the California Department of Transportation to provide for acoustical protection for existing noise sensitive land uses affected by these projects.
3. Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.
4. Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Alhambra Police Department.
5. For helicopter facilities, enforce the utilization of flight paths of helicopters over the freeways or other high noise zones and the avoidance of non-emergency low level flights over residential areas. Any new facility, either public or private, must comply with accepted site

selection criterion with respect to the noise environment. Specifically compliance with the Federal Aviation Guidelines for New Heliports (Ref: AC 150/5020-2). The criterion specifies that the "maximum recommended cumulative sound levels (i.e. LDN) due to the proposed operations of helicopters should not exceed the ambient noise level already present in the community at the site of the proposed heliport."

Issue Area: Noise and Land Use Planning Integration

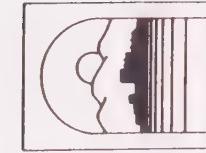
6. Establish standards that specify acceptable limits of noise levels for various land uses throughout the City. These criteria are designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts.
7. Incorporate noise reduction features in site planning to evaluate anticipated noise impacts on affected noise sensitive land uses. The noise referral zones identified in Figures 1 and 2 (areas exposed to noise levels greater than 60 dB LDN) can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are met.
8. Enforce the State of California Uniform Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL or LDN due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB LDN. The Noise Referral Zones (60 dB LDN) can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that "Interior community noise levels (CNEL/LDN) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 dB in any habitable room." The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City shall also apply this standard to single-family dwellings.

Issue Area: Community Noise Control for Non-Transportation Noise Sources

9. Amend and adopt a new comprehensive community noise ordinance to ensure that City residents are not exposed to excessive noise levels from stationary noise sources. A model Noise Ordinance is contained in the Appendix. The purpose of the ordinance is to protect adjacent land uses from non-transportation related noise sources such as music, machinery equipment and pumps and air conditioners. The Noise Ordinance does not apply to motor vehicle noise on surface streets. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels encouraged by the ordinance are typical of a quiet residential area.

10. Enforce the new community Noise Ordinance. The most effective method to control community noise impacts from non-transportation noise sources is through application of the community noise ordinance.
11. Limit the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours and on weekends and holidays. Ensure adequate noise control measures at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential uses.
12. Ensure the continued operation of noise enforcement efforts by the Director of Housing and Community Development as the noise control coordinator for the City.

Appendices



CITY OF ALHAMBRA

GENERAL PLAN

BACKGROUND REPORT

November, 1986

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ALHAMBRA GENERAL PLAN BACKGROUND REPORT

The General Plan Background Report presents an overview of existing conditions in Alhambra and identifies existing and potential problems, conflicts and issues to be addressed in long range planning. The data presented are analyzed on a city-wide basis and on a sub-city basis and compared to the immediate and surrounding region. Current trends are identified and projections and forecasts developed to assess their implications for planning. The existing General Plan and zoning ordinance are evaluated to identify areas of inconsistency and potential changes.

The Background Report has been prepared by the consulting team after three public study sessions with the City Council, one meeting with the General Plan Technical Advisory Committee and several meetings with City Housing and Community Development staff and the City Manager. The purpose of the Background Report is to provide the basis for the setting of goals and objectives and to establish the rationale behind General Plan policy direction.

I. FINDINGS AND IMPLICATIONS FOR PLANNING

The data and analysis in the Background Report indicate several emerging population and housing trends including:

- an increase of households with small children and a proportionate increase in average number of persons per household
- a significant increase in overcrowding conditions
- a change in the ethnic composition of the minority population
- a continuation of the trend towards a higher proportion of single person households
- an increase in median household income sufficient to maintain the distribution of households below the poverty line as a constant, rather than increasing proportion
- an accelerating change in the housing stock from single - family units to multi-family units

Land use analysis in conjunction with these data, a review of existing City policy and council/staff working sessions with public participation have resulted in identification of the following issues and problems:

Problem Area: Land Use

1. Multi-family development is permitted in areas predominantly single-family with strong neighborhood identification. The viability and stability of these neighborhoods has been adversely affected in areas where multi-family development has already occurred.
2. The retention of existing single-family areas is impaired because both the General Plan and Zoning Ordinance permit higher densities.
3. Residential uses abut high-volume traffic arterials.
4. School yard areas have been designated as one source of community open space. Severe overcrowding in the schools results in the loss of these open space areas.
5. Entry points to the City are either not clearly defined or are not developed with uses consistent with major traffic corridors.
6. Land use incompatibility exists where commercial and industrial uses abut residential uses. Intensification of commercial uses, particularly in "strip" development patterns negatively impacts neighborhoods because of increased traffic, inadequate parking, odors and noise.

Problem Area: Economic Development

1. The City does not have sufficient area devoted to "regional" retail uses. As a result, surrounding cities capture potential sales that can be held in Alhambra.
2. The area around freeway interchanges in the City may present opportunities for commercial development
3. Growth of the older developed commercial areas is limited by inadequate parking and insufficient available land area for expansion.
4. There is evidence of older commercial buildings in need of rehabilitation and/or repair.

Problem Area: Infrastructure

1. The recent increases in population and building in the City have resulted in adverse impacts on the City's ability to provide adequate levels of service.
2. The existing General Plan land use designations and existing zoning would result in an ultimate population of between 110,000 and 118,000 persons. Substantial capital investment is required in the City's sewerage system and water system to meet these projections.

)
Problem Area: General Plan and Zoning Ordinance Implementation

1. The current General Plan does not provide the direction or criteria needed to consistently implement the Zoning Ordinance.
2. Continued development under the present Plan will result in exacerbation of existing land use problems and new demands on an infrastructure system already near or exceeding capacity.

II. DEMOGRAPHIC TRENDS

Population Characteristics

Alhambra was incorporated in 1903 with a population of less than 5,000 persons. Growth was steady through the next 45 years and the population reached 50,000 persons by 1950. The City experienced additional significant growth in the late 1960s and early 1970s (Table 1).

The 1984 population estimate of 68,290 persons represents a 5.7% increase from 1980 and is a larger increase than for the prior ten year period. Table 2 projects this rate of growth through 1990 and indicates two neighboring cities, Monterey Park and Pasadena are experiencing similar population increases.

Figure 1 shows population change from 1970 to 1980 by census tract. Several census tracts in the City show a loss of population, possibly due in part to preparation of the proposed route for the Long Beach Freeway (I-7) extension on the City's westerly limits and transfer of residents from the industrial redevelopment project areas. These areas with increased population, particularly in the north and northeastern sections of the City, are those areas where the residential development has been occurring since 1970.

A straight-line projection of the current growth rate would result in a population in 1990 of 70,043 and by the year 2000, 79,849 (Table 2). A straight-line population projection assumes only a steady rate of growth and does not take into account external factors such as demographic trends, market place housing demand, land use capacities, and the potential for land use changes. The ultimate population potential for Alhambra is estimated to be between 110,000 and 118,000 based on the following:

- maximize buildout of land currently zoned for residential use would result in an increase of over 25% of the current number of housing units.
- the average number of persons per household is increasing despite an increase in the total number of single person households.
- non-residential land uses in residential zones such as utilities, churches and schools have a long term potential to be converted to residential uses.

Land use potential and projections are further discussed in the land use section of the report, page 31.

Age, Race and Ethnicity

The median age in Alhambra has decreased from 36 years to 32 years from 1970-1980 (Table 3). The data indicate a decrease in population age 55 and over and an increase in population age 20 to 54 with a slight percent increase in ages 0-4. This decrease in the older age groups indicate that people of retirement age are moving elsewhere and being replaced by younger working people and households with children.

The ethnic characteristics of the population are also changing. Table 4 shows a decrease in those reporting themselves as White of over 25 %. Asians and Pacific Islanders make up over 12% of the 1980 population, and Hispanics over 37%. Black population as a percentage of total population, increased from .3% to 1.0%.

Although the various ethnic groups are fairly evenly distributed throughout Alhambra, minorities are clustered in certain areas (Table 5). The Black population is more concentrated in the central portion of the City, there are relatively more Asians in the southern portion (adjacent to Monterey Park which has a high concentration of Asians), and the Hispanics tend to be concentrated on the western border (by East Los Angeles which has a high concentration of Hispanics.)

TABLE 1

POPULATION SINCE INCORPORATION
1903 - 1984

Year	Population	% Increase
1903	-	-
1910	5,000	
1920	10,000	100.0%
1930	22,000	120.0%
1940	40,000	81.8%
1950	50,000	25.0%
1960	54,807	9.6%
1970	62,125	13.4%
1980	64,615	4.0%
1984*	68,290	5.7%

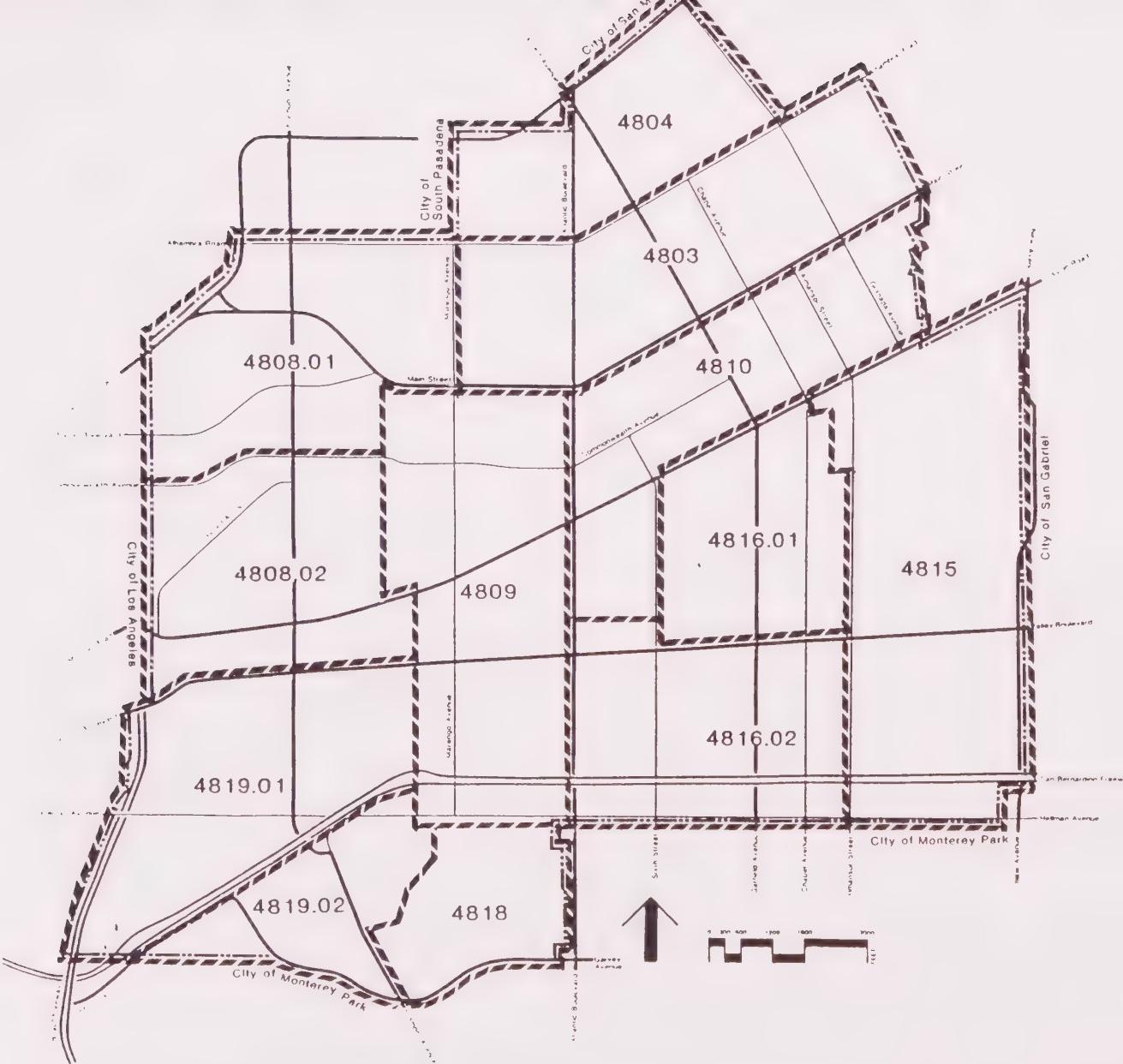
Source: Housing and Community Development Records
 1965 Alhambra General Plan
 U.S. Census (1970, 1980)
 *State Department of Finance

TABLE 2

POPULATION TRENDS - 1970 to 1990
ALHAMBRA AND SURROUNDING AREAS

JURISDICTION	1970	1980	1990	% Change 1970-1990
Alhambra	62,125	64,615	74,228	19.5 %
Los Angeles City	2,816,061	2,966,850	3,118,573	5.1 %
Pasadena	113,327	118,550	130,947	15.5 %
San Gabriel	29,176	30,072	30,982	6.2 %
Monterey Park	49,166	54,338	60,618	23.3 %
Rosemead	40,972	42,604	44,236	8.0 %
Los Angeles County	7,032,075	7,477,503	7,938,459	12.9 %

Source: U.S. Census (1970, 1980)
 SCAG-82 Regional Growth Forecast
 City of Rosemead Survey Report
 City of Pasadena



legend

CENSUS TRACT	1970	1980	PERCENT CHANGE
4803	7,866	8,355	6.2
4804	4,481	4,777	6.6
480801	6,279	6,445	2.6
480802	3,489	2,884	-17.3
4809	7,659	8,990	17.5
4810	6,159	6,647	7.9
4815	4,286	4,004	-6.6
481601	5,284	5,596	5.9
481602	5,540	6,007	8.4
4818	2,821	2,637	-6.5
481901	5,182	5,268	1.7
481902 ^(p)	3,079	2,996	<2.7
TOTAL	62,125	64,615	4.0

SOURCE: U.S. Census (1970, 1980)

NOTE: "p" denotes census tracts which are only partially in Alhambra

Figure 1:
Population Growth by
Census Tract:
1970-1980

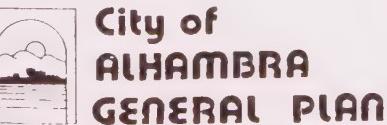


TABLE 3
AGE CHARACTERISTICS OF THE POPULATION
1970 - 1980

AGE RANGE	1970		1980	
	Number	Percent	Number	Percent
0- 4 (Preschool)	4,172	6.7	4,368	6.8
5 - 19 (School)	12,081	19.4	12,391	19.2
20 - 24 (College)	5,752	9.3	6,609	10.2
25 - 54 (Working)	21,925	35.3	24,406	37.8
55 - 64 (Early Retirement)	8,021	12.9	6,600	10.2
65+ (Senior citizens)	0,174	16.4	10,241	15.3
TOTAL	62,125	100.0	64,615	100.0
Median Age		36.0		32.33

Source: U.S. Census (1970, 1980)

TABLE 4
RACE AND ETHNICITY - 1970 to 1980

RACE/ETHNICITY	1970		1980	
	Number	Percent	Number	Percent
American Indian, Eskimo, Aleut	-	-	347	.5
Asian, Pacific Islander	954	1.5*	8,046	12.5
Black	197	0.3	674	1.0
White	60,278	97.0	46,197	71.5
Hispanic	-	-	24,287	37.6
Other (Spanish & Non-Spanish)	1,650	2.7	9,351	14.5
TOTAL	62,125	(100.0%)	64,615	-

Source: U.S. Census (1970, 1980)

Note: Persons of Hispanic origin are distributed across several racial groups, therefore 1980 percents do not total to 100.

*The categories used for the 1970 census were Japanese, Chinese and

TABLE 5

RACE AND ETHNICITY BY CENSUS TRACT - 1980

CENSUS TRACT	WHITE		BLACK		ASIAN & PACIFIC				TOTAL	HISPANIC	
	NO.	PERCENT	NO.	PERCENT	ISLANDER	NO. PERCENT	ESKIMO, ALEUT	NO. PERCENT		NO. PERCENT	NO. PERCENT
4803	6352	76.0	79	0.9	889	10.6	27	0.3	1008	12.1	8,355
4804	3995	83.6	21	0.4	354	7.4	17	0.4	390	8.2	4,777
480801	4741	73.6	65	1.0	641	9.9	48	0.7	950	14.7	6,445
480802	1955	67.8	10	0.3	332	11.5	19	0.7	568	19.7	2,884
4809	5833	64.8	110	1.2	1196	13.3	69	0.8	1791	19.9	8,999
4810	4624	69.6	164	2.5	768	11.6	45	0.7	1046	15.7	6,647
4815	3050	76.2	12	0.3	572	14.3	9	0.2	361	9.0	4,004
481601	3789	67.7	103	1.8	776	13.9	41	0.7	887	15.9	5,596
481602	4167	69.4	55	0.9	731	12.2	25	0.4	1029	17.1	6,007
4818	1865	70.7	8	0.3	593	22.5	6	0.2	165	6.3	2,637
481901	3901	74.1	27	0.5	662	12.6	27	0.5	651	12.4	5,268
481902P	1925	64.2	20	0.7	532	17.7	14	0.5	505	16.9	2,996
TOTAL	46,197		674		8,046		347		9,351		64,615
											24,287

Source: 1980 U.S. Census

Note: "p" denotes a census tract that is only partially in Alhambra.

★ Persons of Hispanic origin are included in several racial groups, as well as shown separately due to the way the census collected the information.

Household Characteristics

Reflecting a national trend, the composition of households changed between 1970 and 1980 (Table 6). There was a decrease of 3.5% of households composed of families, and an increase of 4.1% in single person households. Despite the decrease in families and an increase in one person households the average household size increased slightly from 2.4 to 2.5 persons. In addition, the number and percent of overcrowded households (more than 1.1 person per room) increased significantly from 3.8% in 1970 to 7.9% in 1980.

Household characteristics, when viewed in conjunction with age and ethnicity characteristics, indicate a trend toward non-white households composed of families with young children. The census tracts with the most overcrowding are the tracts with a median income below that of the City and a concentration of multi-family dwellings. Other areas of overcrowding probably reflect those households consisting of unrelated persons, such as young working people who most often rent and live together to cut down on expenses. Alhambra is less than 10 miles from Los Angeles' Central Business District, making it a desirable place for people who work in Los Angeles to live in Alhambra.

Income Characteristics

Table 8 shows median incomes for Alhambra and surrounding areas. Alhambra's 1980 median income was \$16,270, \$1,200 below the County median. About one-third of the households were considered upper income and 39% were very low to low income (Table 9). The number and percent of families with incomes below the poverty level increased from 5.4% of total households in 1970 to 5.6% in 1980.

TABLE 6
HOUSEHOLD CHARACTERISTICS - 1970 to 1980

CHARACTERISTIC	1970	1980
Total Households	25,129	25,962
Total Families	17,233	16,274
% Families	68.6	62.7
1 person	7,105	8,143
% Singles	28.3	31.4
Overcrowding	945	2,068
% Households	3.8	7.9
Average Size	2.4	2.5

Source: U.S. Census (1970, 1980)

TABLE 7
HOUSEHOLD CHARACTERISTICS BY CENSUS TRACT - 1980

CENSUS TRACT	HOUSEHOLDS	PERCENT FAMILIES*	PERCENT SINGLES*	AVERAGE SIZE
4803	4,023	2,033 7.8	1,695 6.5	2.06
4804	2,071	1,173 4.5	766 2.9	2.22
480801	2,656	1,611 6.2	867 3.3	2.41
480802	1,016	757 2.9	223 .9	2.80
4809	3,471	2,064 7.9	1,144 4.4	2.47
4810	2,719	1,586 6.1	984 3.8	2.39
4815	1,511	1,160 4.5	308 1.2	2.65
481601	2,379	1,462 5.6	757 2.9	2.65
481602	2,417	1,544 5.9	728 2.8	2.49
4818	879	748 2.9	108 .4	3.00
481901	1,923	1,462 5.6	392 1.5	2.74
481902P	897	674 2.6	171 .7	3.07
TOTAL	25,962	16,274	8,143	2.45

Source: U. Census (1980)

* Percents expressed as percent of total households

TABLE 8

HOUSEHOLD INCOME
ALHAMBRA AND THE REGION

1980

JURISDICTION	MEDIAN INCOME
Alhambra	\$16,270
Los Angeles City	\$15,735
South Pasadena	\$19,895
Pasadena	\$16,291
San Gabriel	\$16,995
Monterey Park	\$20,123
Rosemead	\$13,144
Los Angeles County	\$17,551

Source: U.S. Census (1980)

TABLE 9

FAMILY/HOUSEHOLD INCOME

INCOME	1970	% of Households	1980	% of Households*
L.A. County Median	\$10,972	-	\$17,551	-
Alhambra Median	\$11,301	-	\$16,270	-
Very Low Income	2,254	13.1	6,339	24.3
Low Income	2,520	14.6	3,766	14.5
Moderate Income	4,215	24.5	6,934	26.6
Upper	8,244	47.8	8,994	34.5
Families Below Poverty	926	5.4	1,460	5.6
Total Families/ Households	17,233	-	26,033	-

Source: U.A. Census (1970, 1980)

Note: Very low income households earn less than 50% of the regional median (or less than \$8,782 in 1980); low income households earn between 51% and 80% (\$8,782 to \$14,050); moderate income between 81% and 120% (\$14,051 to \$21,076) and upper income 121% (\$21,076.00) of the regional median or more.

*Note: Data were collected for families in 1970 and for households in 1980, so the two decades are not comparable. At the city-wide level, the number of families included in the total number of households was 16,345, 62.8% of the 1980 households. For those below the poverty level, data were collected at the family level for both years. The figure for 1980 total households is different from the total households figure that appear in the other tables. Both figures appear in the Census.

School Enrollment Characteristics

Student enrollment in Alhambra City elementary schools has increased dramatically since 1974 from 5,301 students to 6,493 students in 1984; a 22% change (Table 10).

The Alhambra school district minority enrollment has been steadily increasing since 1970. In the elementary school district, minority enrollment as a percent of total enrollment was 78.4%, a 44% increase from 1970 (Table 11). The City's high school district minority enrollment increased from 41% to 82.7% (Table 13). Not only was there a change in the percent minority enrollment, the composition of the minority students changed as well. In 1970, those with Spanish surnames were the largest minority group (Tables 11 & 12). In 1983, the Asians constituted the largest percent (43%) of the minority enrollment in the high school district, and were the second largest minority (at 35%) in the elementary school district.

Although those with Spanish surnames were the largest minority group, they experienced a percent decrease (by 12% for high school and 4% for elementary) between 1982-1983 while the Asian population showed percent increases ranging from 3% to 18% in all years. The increase in the Spanish surname population slowed after 1974, while the increase in the Asian population accelerated.

These data coincide with the changing age characteristics of the population shown on Table 3 and identify an emerging trend in the city toward a change in minority ethnic population composition. The trend indicates that the percentage of minority population to the population as a whole may also be on the increase.

Changes in the numbers and characteristics of the school population have produced several problems for the District. Overcrowded conditions present facility and staffing problems. In addition, since a majority of the enrollment increase can be attributed to continued growth in the minority populations many of the new students do not speak English or have limited English speaking ability. In 1984, there are 12 major language groups represented in the district and over 25 languages spoken by the students in attendance including Spanish, Vietnamese, Cantonese, Mandarin, Korean and Japanese. Data gathered for 1981 indicate 4,273 of the minority students were either non-English speaking (22%) or had limited command of the English language (34%)(Tables 12 & 14).

TABLE 10

ALHAMBRA SCHOOLS ENROLLMENT

Elementary School	Capacity	Actual 4/74	10/78	% Change 4/74-10/78	% Over Capacity	11/80	Actual 9/24/81	% Increase 10/78-9/81	% Over Capacity	Actual 4/24/84	% Change 9/81-4/84	% Change 4/74-4/84	% Over Capacity
Garfield	428	398	408	(2%)	(4%)	518	543	33%	28%	635	17%	59%	48%
Granada	489	496	452	(9%)	(7%)	524	510	13%	4%	538	5%	8%	10%
Emery Park*	550	533	550	3%	0	523	568	3%	3%	519	(8%)	2%	(5%)
Park *	428	475	432	(9%)	(0.9%)	500	524	21%	22%	651	24%	37%	52%
Northrup *	731	672	761	13%	4%	1,000	946	24%	29%	916	(3%)	36%	25%
	2,626	2,574	2,603	4%	0.9%	3,065	3,091	19%	18%	3,259	5%	26%	24%
Baldwin	581	652	639	(2%)	(10%)	717	694	9%	19%	872	25%	33%	50%
Ramona	733	782	725	(7%)	(1%)	798	827	14%	13%	880	6%	12%	20%
Maguerita	581	604	578	(4%)	(0.5%)	597	592	2%	2%	685	15%	13%	18%
Fremont *	825	869	756	(13%)	(8%)	784	796	5%	<4%>	797	0.1%	8%	(3%)
	2,720	2,907	2,698	(7%)	(0.8%)	2,896	2,909	8%	7%	3,234	11%	11%	19%
Elementary Schools Total	5,346	5,301				5,961	6,000			6,493			

* Includes transfer of Northrup students

High School	Capacity	Actual 4/74	10/78	% Change 4/74-10/78	% Over Capacity	11/80	Actual 9/24/81	% Increase 10/78-9/81	% Over Capacity	Actual 4/24/84	% Change 9/81-8/84	% Change 4/74-8/84	% Over Capacity
Alhambra	2,650	3,254	3,099	(4%)	17%	3,364	3,320	7%	25%	3,119	(6%)	(4%)	17%
Mark Keppel	2,320	2,497	2,351	(5%)	1%	2,702	2,669	14%	15%	2,518	(5%)	0.8%	8%
San Gabriel	2,300	2,402	2,349	(2%)	2%	2,192	2,527	8%	10%	2,771	9%	15%	20%
High School Total	7,270	8,153	7,799			8,516				8,408			

Source: Alhambra City School District

TABLE 11
RACIAL AND ETHNIC CHARACTERISTICS
ELEMENTARY SCHOOL DISTRICT

	1970	1974	1980	1983
Asian American	6.04	9.8	28.17	35.43
Black American	.23	.4	.49	.48
Spanish Surname	27.91	36.9	42.34	42.22
Other Minority*	.35	.06	.09	.24
TOTAL MINORITY	34.53	47.16	71.09	78.37

* Includes American Indian, Philippino, Farsi, Arabic and all others
 Source: Alhambra City School District Racial and Ethnic Survey Summary,
 11-19-74, 5-29-84

TABLE 12
MINORITY STUDENT ENGLISH SPEAKING ABILITY - 1981
ELEMENTARY SCHOOL DISTRICT

	TOTAL MINORITY ENROLLMENT	
	#	%
Non - English Speaking	423	13.4%
Limited English Speaking	1,378	43.8%
Fluent English	1,346	42.8%
TOTAL	3,147	100%

Source: Alhambra City School District Racial and Ethnic Survey Summary,
 11-19-79, 5-29-84.

TABLE 13
RACIAL AND ETHNIC CHARACTERISTICS
HIGH SCHOOL DISTRICT

	1970	1974	1980	1983
Asian American	11.3	15.8	32.3	43.
Black American	.47	.5	.81	.92
Spanish Surname	28.8	38.5	42.5	38.6
Other Minority*	.83	.1	.09	.18
TOTAL MINORITY*	41.4	54.9	75.7	82.7

* Includes American Indian, Philippino, Farsi, Arabic and all others

Source: Alhambra City School District Racial and Ethnic Survey Summary,
11-19-74, 5-29-84

TABLE 14
MINORITY STUDENT ENGLISH SPEAKING ABILITY - 1981
HIGH SCHOOL DISTRICT

	TOTAL MINORITY ENROLLMENT	
	#	%
Non-English Speaking	1,276	29.1%
Limited English Speaking	1,196	27.3%
Fluent English Speaking	1,911	43.6%
TOTAL	4,383	100.0%

Source: Alhambra City School District, Racial and Ethnic Survey Summary,
11-19-74, 5-29-84.

III. DEVELOPMENT TRENDS

Housing Characteristics

Between 1970 and 1980, the housing supply in Alhambra increased 4.7% from 25,962 units to 27,178 units. There was a significant change in the composition of the housing stock. In 1970, the split between single family and multi-family housing was approximately 60% and 40%. By 1980, the number of single family units had decreased and multi-family units had increased so that they are almost evenly divided (Table 15).

This trend toward multi-family housing is continuing. Between February 1980 and June 1984, permits for 1,008 units had been issued for multi-family dwellings and 17 permits had been issued for single family units. The trend is evident in those areas of the City with existing single family structures on land zoned for higher densities.

A majority of households (56.4%) are renters as could be expected given the proportion of multi-family units to single family units in the City.

Age and condition of Housing Stock

Almost half of the existing housing stock was built before 1950 (Table 16). Based on a projection of the Southern California Association of Governments, 1978 estimates, approximately 3,328 of the 13,639 dwelling units built prior to 1950 are in need of some rehabilitation. This estimate may be overstated for 1984. Those areas in transition from older single family uses to multi-family uses are meeting the rehabilitation need through associated demolition activity.

The Housing Assistance Plan (HAP), developed by the City for participation in the Federal Community Development Block Grant Program, identified 1,944 substandard housing units. Of these units, 1,403 were listed as being suitable for rehabilitation and 541 units or almost 28% were considered unsuitable for rehabilitation (Table 17).

Housing Unit Forecast

The current General Plan and existing zoning designate almost 51% of the City's land area of 4,995 acres to residential uses. Much of the residential land is developed at densities less than currently permitted; the basis for continuation of the development trend noted above. Maximum buildout of residential land would result in 35,250 units, an increase of 25%. Should the current rate of housing construction continue, buildout would be reached by the year 2012.

TABLE 15

CHANGES IN HOUSING UNIT TYPE

UNIT TYPE	1970		1980		1984*	Total
	No.	Percent	No.	Percent		
Single-family Detached + Attached	15,430	59.4	14,236	52.4	14,251	50.5
Duplex	1,797	6.9	1,473	5.4	1,483	5.3
3 to 4 Units	1,878	7.2	2,305	8.5	2,516	8.9
5 or More Units	6,819	26.3	9,151	33.7	9,939	35.2
Mobile Homes	38	.1	13	.05	13	.05
TOTAL	25,962	100.0	27,178	100.0	28,202	100.0

Source: U.S. Census (1970, 1980)

★ City Building Department records
includes data through June, 1984

TABLE 16

AGE OF THE HOUSING STOCK

YEAR BUILT	UNITS	PERCENT
Before 1939	7,406	26.3
1940 - 49	6,233	22.1
1950 - 59	5,386	19.1
1960 - 69	5,158	18.3
1970 - 79	2,995	10.6
1980 - June 1984	1,026	3.6
TOTAL	28,202	(100.0%)

Source: U.S. Census (1980)

City Building Department Records

TABLE 17

CONDITION OF HOUSING-SUBSTANDARD UNITS

	Owner Occupied	Renter Occupied	Vacant	Total
Suitable for Rehabilitation	573	767	63	1,403
TOTAL	813	1,053	78	1,944

Source: Housing Assistance Plan, City of Alhambra, March, 1984

IV. ECONOMIC TRENDS

Employment Characteristics

The 1977 Economic Census listed four business sector categories for Alhambra:

Retail	38.5%
Wholesale	6.8%
Manufacturing	11.2%
Services	<u>43.4%</u>
Total	100.0%

Table 22 compares the percentage of employees residing in Alhambra employed in each category. The high percentage (over 60%) of the employed labor force reporting their occupation to be managerial and professional or technical, sales and administrative support (Table 19) is consistent with the business categories and employment patterns in Alhambra.

Alhambra has a fairly high labor force participation rate of 62.4% (Table 18). The 4.2% unemployment rate is below the 6.0% County rate. The unemployment rate ranges within the city from a low of 1.7% to a high of 7.3%. As could be expected, households with a high employment rate tend to have a higher number of females as head of households, tend to be overcrowded and/or renter-occupied.

In a Census sample survey on commuting patterns, over one-third of the labor force worked in the City of Los Angeles (Table 20). Alhambra is within 10 miles of the Los Angeles Central Business District. The commuting patterns indicate that Alhambra does not possess a significant employment base, rather the City provides housing for people who work in Los Angeles and other surrounding areas.

Personal Income

According to the U.S. Bureau of Labor Statistics, disposable income can be estimated by taking 65% of the median family income of a community. The disposable personal income figure is very important to commercial businesses in Alhambra because it represents that money which can be spent for local goods and services. The 1980 estimated disposable income of the Alhambra residents was roughly \$339,000,000. Assuming that approximately 30%, or \$102,000,000 of disposable income would be spent on housing, approximately 237,000,000 would be available to be spent on other consumer goods and services.

Taxable retail sales in 1982 for Alhambra totaled over \$294,000,000 (Table 21). Since this figure is greater than estimated disposable income of City residents, Alhambra retailers as a whole capture more than the local sales market.

When retail sales are broken down by source (Table 21), it can be seen that some retailers may not be capturing their share of the local market. For example, sales in apparel, food, home furnishings and appliances make up only a small portion of total retail sales.

TABLE 18
LABOR FORCE CHARACTERISTICS - 1980

STATUS	PERSONS	PERCENT
Total Population Age 16+	51,590	-
Total Civilian Labor Force	32,171	62.4★
Total Employed	30,887	96.0★★
Male	16,195	50.3★
Female	14,692	45.7★★
Total Unemployed	1,284	4.1★★
Male	695	2.2★★
Female	589	1.8★★
Not in Labor Force	19,419	37.6★

Source: U.S. Census (1980)

* Percent of total population age 16+

** Percent of total civilian labor force

TABLE 19
OCCUPATION OF EMPLOYED PERSONS - 1980

OCCUPATION	PERSONS	PERCENT
Managerial and Professional	7,076	23.0
Technical, Sales, & Administrative Support Services	12,148	39.3
Farming, Forestry, and Fishing	3,341	10.8
Precision Production, Craft, and Repair Operators, Fabricators, and Laborers	190	0.6
TOTAL	30,887	(100.0%)

Source: U.S. Census (1980)

TABLE 20
COMMUTING PATTERNS - 1980

PLACE OF WORK	PERSONS	PERCENT
City of Los Angeles	10,814	36.3
Other Long Beach-Los Angeles SMSA*	16,388	55.0
Outside Long Beach-Los Angeles SMSA	470	1.6
Not Reported	2,130	7.1
TOTAL	29,802	100.0

Source: 1980 U.S. Census

* Standard Metropolitan Statistical Area

TABLE 21
ALHAMBRA SALES TAX BY SOURCE
1982

SOURCE	VOLUME	% TAXABLE SALES	CITY REVENUE*
APPAREL STORES	\$14,918,000	4.1	\$149,180
GENERAL MERCHANDISE STORES	44,559,000	12.2	445,590
DRUG STORES	8,484,000	2.3	84,840
FOOD STORES	19,348,000	5.3	193,480
PACKAGE LIQUOR STORES	2,649,000	0.7	26,490
EATING & DRINKING PLACES	25,050,000	6.8	250,500
FURNITURE & APPLIANCE STORES	6,899,000	1.9	68,990
BUILDING MATERIALS OUTLETS	8,536,000	2.3	85,360
AUTO DEALERS & AUTO SUPPLIES	110,071,000	30.1	1,100,710
SERVICE STATION	37,534,000	10.3	375,340
OTHER RETAIL STORES	15,977,000	4.4	159,770
TOTAL RETAIL OUTLETS	294,025,000		
ALL OTHER TAXABLE SALES	71,845,000	19.6	718,450
TOTAL TAXABLE SALES	365,870,000	100%	
TOTAL TAX REVENUE			3,658,700

Source: City Finance Department

*Assumes City receives 1% of any taxable sales dollar.

Sales Tax Revenues

Table 21 shows taxable sales by source for Alhambra in 1982. Auto dealers and auto supplies outlets capture the largest share of Alhambra's retail dollar with sales of approximately \$111 million dollars; an amount equal to 37% of the total retail sales in the City and 30% of all taxable sales. The next largest sources of retail sales revenue were general merchandise and service stations at 12% and 10% respectively.

City sales tax revenue in fiscal year 1982-83 totalled \$4,275,668. Auto dealers and auto supplies outlets contributed over 25% of this sales tax revenue. Sales tax revenue accounted for approximately 13% of the City's overall operating budget.

The percent distribution of types of business is shown in Table 21. Services comprise the largest sector of the economy at 43%, with retail business following at 38%. Manufacturing and wholesale trade were lowest at 11% and 6%. This distribution of business sectors affects a national trend toward more service oriented economy.

Local Business Needs

According to a 1984 survey of Alhambra business, there are approximately 3,600 businesses in the City. The survey sample consisted of 603 respondents. Of these respondents, 94% had annual sales volumes of less than \$2,000,000 and 95% had 30 or fewer full-time employees. This indicates that a large percentage of the business in Alhambra are small businesses.

Of the businesses surveyed, 63% had a workforce of less than 30% Alhambra residents, so the local businesses are providing employment to other areas in the region, not just Alhambra. Table 21 shows business type crosstabulated with employee residence. The retail sector employs relatively more residents than the other business sectors.

Respondents to the business survey were asked what forms of assistance, if any, their business needed. In total there were 109 respondents indicating a need for marketing assistance, 70 respondents needing financial (management assistance and 62 respondents indicating a need for a new business location (see Table 23).

The table shows the need for marketing assistance prominent in three of the four main business types. It is worthy of notice that in the manufacturing sector, which reported both the highest average annual sales per business and the highest wages, the proportion of those requesting locational assistance (18.5%) was five times greater than the proportion of those requesting the other two forms of assistance. This may be a signal that Alhambra's manufacturing sector is expanding and searching for more space.

Table 24 illustrates, the number of businesses that employ less than 30% of Alhambra residents outnumber those businesses with over 30% Alhambra residents by almost two to one. The ratio of businesses that provide less than 30% of their jobs to the city's workforce to those that have more than 50% Alhambra residents working for them is three to one. Yet the group with the highest proportion of businesses requesting assistance are businesses that employ over 50% Alhambra residents. The information outlined in Table 24 indicates that while the businesses that employ the greatest percentage of Alhambra residents are a minority, their need for business assistance is the strongest.

TABLE 22
BUSINESS TYPE BY EMPLOYEE RESIDENCE

BUSINESS TYPE	% EMPLOYEES RESIDING IN ALHAMBRA		
	< 30%	30% TO 50%	> 50%
RETAIL	49	26	24
WHOLESALE	76	3	21
MANUFACTURING	80	20	0
SERVICES	65	15	20
TRANS/COMMUNIATIONS	60	0	40
CONSTRUCTION	86	14	0
F.I.R.E.	59	4	37
OTHER	50	13	37
COMBINATION	71	12	17

Source: City of Alhambra Economic Development Plan (Draft), 1984

TABLE 23
BUSINESS TYPE BY NEED FOR ASSISTANCE

BUSINESS TYPE	% NEEDING ASSISTANCE		
	MARKETING	FIN/MGMT	LOCATING
RETAIL	21	14	15
WHOLESALE	26	11	6
MANUFACTURING	4	4	18
SERVICES	26	11	10
TRANS/COMMUNIATIONS	40	20	0
CONSTRUCTION	4	9	22
F.I.R.E.	8	9	2
OTHER	14	14	5
COMBINATION	16	17	16
FREQUENCY	109	70	62

Source: City of Alhambra Economic Development Plan (Draft), 1984

TABLE 24
EMPLOYEE RESIDENCE BY NEED FOR ASSISTANCE

% NEEDING ASSISTANCE						
% WORKERS LIVE IN ALHAMBRA	FREQUENCY	% OF TOTAL	MARKETING	FIN/MGMT	LOCATING	ROW %
LESS THAN 30%	278	63	18	15	15	48
30 TO 50%	64	15	20	6	8	34
GREATER THAN 50%	96	22	30	11	10	52
	438	100.0				

Source: City of Alhambra Economic Development Plan (Draft), 1984

V. INFRASTRUCTURE CAPABILITIES

Infrastructure refers to the man-made facilities needed to service existing and planned development. The City's ability to provide and maintain public facilities such as a sewerage system, a water delivery system and a road system* directly effect the type, quality and intensity of future development. Infrastructure capability effects existing development in that established levels of service must be maintained and possibly improved if the overall standard and quality of life in the community are to continue.

Sewerage System

According to the City's Sewer Master Plan - Year 2000 prepared in 1981, Alhambra's sewerage system consists of 130 miles of sewer line of which 6-8 miles are County trunk lines. There are 2816 lines in the City ranging in size from 4" to 36". The City has 7 pump stations.

Of the 2816 lines analyzed in the Master Plan report, 240 (8.5%) were determined theoretically deficient. That is, 240 lines are considered unable to carry the demand anticipated to be required by land uses planned for the City in the year 2000. These lines are located primarily along the San Bernardino Freeway, between Atlantic Boulevard and Garfield Avenue, south of Valley Boulevard, and along Westmont Avenue and Huntington Boulevard in the western part of the City. The City's pump stations were found to be adequate to handle current and projected system demands. Table 25 locates existing sewer system deficiencies.

The Sewer Master Plan recommends \$3,900,000 of improvements (1981 dollars) to the system in order to adequately service existing development and meet the demand for future development.

* An analysis of street capacities will be included in the Circulation Element.

TABLE 25
EXISTING SEWER SYSTEM DEFICIENCIES
(PRESSURE FLOW CONDITIONS)

LOCATION	SIZE & LENGTH
Mission Road	8" - 1972 Linear Feet (LF)
Westmont	8" - 1857 LF
Glenavon-Orange	12" - 1059 LF
Midwick	12" - 974 LF
Meridian	8" - 390 LF
Mission	8" - 580 LF
Fremont	12" - 23 LF
Fremont	15" - 241 LF
	15" - 343 LF
Ross	18" - 962 LF 20" - 168 LF
Ramona	20" - 2277 LF
Ramona-Glendon Way	20" - 2558 LF
Fifth-Norwood	20" - 2041 LF
Garfield	20" - 929 LF
Second-Ramona	8" - 2154 LF
Almansor	10" - 2716 LF
Third-Mission	10" - 2440 LF
Sixth	10" - 739 LF
San Marino	10" - 83 LF
San Marino	10" - 166 LF
Fourth	10" - 844 LF
Valley	10" - 558 LF
Valley	18" - 1147 LF
Valley	24" - 1449 LF
Almansor	24" - 1804 LF
TOTAL	31,986 LF = 6.1 miles

Source: Year 2000, Sewer Master Plan Report, City of Alhambra, CA, ASL Consulting Engineers, 1981

Water Delivery System

The City of Alhambra's Water Department currently operates a water system consisting of 11 operational wells, three standby/irrigation wells, one MWD service connection, six booster pump stations, 15 reservoirs, 27 miles of transmission mains, and 141 miles of distribution lines. There are approximately 15,863 residential, commercial, industrial, and public service connections.

The Draft Water Plan proposed in June of 1984 identified a number of deficiencies in the City's water system. It was estimated that an approximate 21 percent increase over current water requirements would be necessary to adequately service and protect the existing and planned land uses in the City for the year 2000.

The facility deficiencies are in all areas of water delivery. These include the capacity for producing water, delivering water at adequate pressures and pumping water. A summary of deficiencies by type and location of facility is detailed in Table 26.

The Draft Water Plan recommends \$2,800,000 of improvements (1984 dollars) to the system.

TABLE 26
OVERVIEW OF WATER FACILITY DEFICIENCIES

Facilities	Deficiencies
Supply Facilities	<ul style="list-style-type: none"> ◦ Adequate total production capacity from City wells and MWD service connection for years 1981, 1990, and 2000. ◦ Low production capacities and poor operational efficiencies for Well Nos. 2 and 6 in the Raymond Basin. ◦ Slightly high TCE concentration in Well Nos. 10, 12, and Garfield.
Storage Facilities	<ul style="list-style-type: none"> ◦ Adequate storage capacity for operational, fire, and standby uses in the Northern and Southern Pressure Zones. ◦ Weak roof over the Kewen Reservoir. ◦ Poor facility condition and inadequate storage capacity at Siwanoy Reservoir.
Booster Pump Stations	<ul style="list-style-type: none"> ◦ Booster pump deficit of approximately 700 gpm in year 2000 (ultimate land use development) at Marengo and Garfield BPS. ◦ Inadequate standby booster pump capacity at Marengo and Garfield BPS in years 1981, 1990, and 2000. ◦ Reduced performance levels and replacement needs for Garfield Booster Pump No. 1 and Marengo Booster Pump No. 1 and 2 due to age and facility condition. ◦ Inadequate booster pump capacities at Emery Park, Dupuy, Garvey, and Siwanoy BPS based on cursory review of available facility and operations data.
Transmission and Distribution Mains	<ul style="list-style-type: none"> ◦ Low pressure, high head losses and insufficient hydraulic capacity in the west area, where industrial and commercial land uses are concentrated, during maximum day plus fire demand conditions. ◦ Marginally low pressures along pressure zone division during MXD, PHD, and fire demand conditions when Wells Nos. 7, 8, and 11 are inoperable or reservoir capacities fall below 75% levels. ◦ Low pressures and high head losses in the west area beyond Fremont Avenue during MXD, PHD, and fire demand conditions due to poor transmission capabilities
Transmission and Telemetry and Control	<ul style="list-style-type: none"> ◦ Low pressures and high head losses in localized south area during MXD, PHD, and fire demand conditions due to small pipes and inadequate hydraulic capacities. ◦ Inadequate central control and monitoring for wells, booster pump stations, and reservoirs. ◦ Inadequate alarm system for malfunctions in facility operations and off-hour notification of operations staff. ◦ Insufficient data acquisition and data storage for reservoir levels and zone pressures. ◦ Inadequate display and logging of data for motors and equipment, instrumentation and sensors, water production, pressures, reservoirs capacities, and energy consumption. ◦ No provisions for expanding the existing telemetry and control system.

Source: Draft Water Master Plan, City of Alhambra, prepared by CH2M Hill,
June, 1984

School System

School enrollment in both the Alhambra elementary and high school districts has steadily increased since 1974 (see Table 10, page 11). Schools were at or near student capacity as defined by state regulations. Classroom shortage as a result of the student influx is compounded because of the increasing proportion of non-English speaking and limited English speaking students who require small group English language training. In 1978 overcrowding was over 14% in elementary schools and almost 10% in high schools. In 1980 the Board of Education took several actions to relieve the severe overcrowding. These included double sessions, temporary classrooms in trailers, relocation of students and revision of attendance boundaries.

The City Council approved, in January 1982, a School Development Fee on all new residential development, except for 1 bedroom units. The purpose of the fee is to raise funds which will be used by the School District to mitigate overcrowded conditions in the school system. The fee remains in effect at the City Council's discretion and must be extended on an annual basis. The fees, payable at the building permit stage, are as follows:

- (1) One thousand dollars (\$1,000) for each two-bedroom dwelling unit;
- (2) One thousand two hundred fifty dollars (\$1,250) for each three-bedroom unit; and
- (3) Fifteen hundred dollars (\$1,500) for each dwelling unit with four or more bedrooms.

The School District estimates that from 1982 - June, 1984 a total of \$50,000 - \$60,000 had been collected from development fees in Alhambra. A report requesting disbursement of the funds for the school year 1982 - 1983 documented expenditures to mitigate overcrowding conditions at \$144,500 for that year.

VI. GENERAL PLAN AND ZONING ORDINANCE EVALUATION

The adopted Alhambra General Plan (1975, 1976) contains the nine State mandated elements and three optional ones. The elements are available in two documents in a format consistent from element to element. The data base of the Plan and the assumptions for long range planning are in need of review and updating. While the majority of the required issues are addressed, the Plan does not appear to meet the legislative intent of the requirements.

Policies in separate elements have the potential to conflict with one another if all were implemented as indicated. Policy statements and implementation measures are stated vaguely in many instances so it is unclear if the recommendation is for the entire City or certain sub-areas. For example, the land use element calls for the preservation of existing residential areas and zoning standards to increase the quality of residential uses along major arterials. The noise element, however, calls for the development of "compatible" uses adjacent to major transportation facilities and "compatible" is not defined to include residential land use.

In another example, the housing element (1982 draft) calls for a facilitation of new housing production to meet a variety of identified and anticipated housing needs. The land use element, however, is emphatic in its encouragement of "only additional residential development to replace older, deteriorating housing stock".

The scenic highways element, after pages of criteria to be used in designating a scenic corridor, recommends all major arterials in the City be so designated. No analysis is included about the appropriateness of these roadways for scenic designation.

The land use element assumed in the implementation section that the existing zoning ordinance standards and districts were the best possible land use pattern. This assumption was made after the element had identified several areas of potential conflict.

Table 27 identifies Plan policies by issue area and evaluates the zoning ordinances' ability to adequately implement policy.

Zoning Ordinance

A comprehensive zoning ordinance revision was undertaken by the City in 1981 and a new ordinance adopted in August, 1982. The purpose of the revision was to simplify the text, clarify areas of ambiguity, add development standards to upgrade the quality of development and handle moratorium related use problems.

The revised ordinance combined eleven existing commercial, manufacturing and parking zones into five new mutually exclusive zones. The four existing multiple family zones were combined into one new Residential Planned Development (RPD) Zone which requires discretionary approval of all development. An R-2 zone was subsequently described with the intent of designating R-2 densities in the future. Density requirements have been removed from the jurisdiction of the zoning ordinance and transferred to the General Plan.

TABLE 27
GENERAL PLAN AND ZONING ORDINANCE EVALUATION

Issue Area	Plan Goals	Plan Policies	Zoning Ordinance Effects			
			further	deters	no effect	comments
Land Use	Provide orderly development pattern compatible and beneficial to existing land uses that will not over-tax community facilities and utilities	Discourage "strip" commercial development		X		
		Encourage clustered commercial development		X		
		Preserve existing residential areas; increase quality of R uses along arterials		X		
		Encourage only additional residential development to replace older deteriorating housing stock		X		
		Encourage maintenance and conversion of existing single-family areas		X		
		Buffer more sensitive land uses from freeways, arterials, railroads, etc.		X		
		Encourage lot combinations for more efficient commercial development			X	
Housing	Provide adequate housing to meet needs of all economic segments of community	Establishes density ranges in residential zones		X		
		Preserve existing affordable housing to extent possible		X		
		Anti-displacement policy		X		
		Facilitate new housing production	X			conflicts with policy #1
Circula-tion	Comprehensive and efficient transportation system	Encourage affordable units	X		density bonus	
		Reduce through traffic in neighborhoods			X	
		Encourage alternate transportation modes			X	

TABLE 27
GENERAL PLAN AND ZONING ORDINANCE EVALUATION (continued)

Issue Area	Plan Goals	Plan Policies	Zoning Ordinance Effects			
			further	deters	no effect	comments
Noise	Prohibit or effectively reduce excessive noise levels	Control noise at source			X	
		Develop compatible uses adjacent to major transportation facilities	X	X		
		Noise reduction in building design in highly impacted residential areas			X	residential uses on high volume traffic corridors
Community Design	Maintain and enhance character and beauty of City	Consider beautification in road widening and road building			X	
		Sign standards			X	
		Underground utilities			X	
		Promote community identity			X	
		Architectural Compatibility	X			
		Scenic Highway Corridors			X	
Natural Hazards	Prevent risks of life and injury	Encourage enactment of measures that reduce risks			X	implemented in other Municipal Code section
Natural Resources	Preserve and Protect Open Space/Recreational/Conservation Areas	Improve and expand o/s areas + facilities		X		
		Encourage commercial recreation facilities		underlying R&C zoning design	X	
		RR lowering area as recreational corridor		nated O/S zoned land	X	
		Encourage bike and pedestrian trails			X	
		Decrease deficiencies of o/s area to population	X			personal o/s requirements
		Protect conservation areas from infringement		X		residential development
					X	no regulations

The Zoning Ordinance, in an attempt to implement the General Plan, refers back to the Plan as a basis for findings that must be made before an RPD permit can be issued. The direction from the Plan however, may be confusing and, in some cases contradictory.

Minimum design standards in the ordinance presumably can be made more or less restrictive depending on the location, scale, height, etc. of the project. Findings must be made that ensure consistency with the General Plan and consistency with the purpose of the zone district. However, a development proposal cannot be found compatible with both the existing and future land use unless it has been tested against criteria developed for the situation. The current General Plan does not provide the direction necessary to make the required findings.

Although the revised ordinance was not intended to affect the theoretical maximum residential density levels in the General Plan, it has generally lowered density levels. Table 28 compares a selected group of apartment and condominium approvals since the revised ordinance was adopted. In general, density has been effected due to more restrictive regulations for guest parking, front setbacks and a new method for calculation of open space.

TABLE 28
DENSITY OF SELECTED RESIDENTIAL PROJECTS 1982-1983

APARTMENT PROJECTS

ADDRESS	SITE AREA	ACTUAL No. OF UNITS APPROVED	NO. OF UNITS POSSIBLE UNDER OLD CODE
1833 S. 5th	7,600	3	3
1901 Cedar	19,350	29*	16
819 W. Commonwealth	7,250	3	5
1117 N. Monterey	7,500	4	4
907 N. Monterey	7,500	4	5
19 S. Marguerita	7,500	5	5
112 W. Grand	8,813	7	7
1016 S. Benito	6,300	4	4
410 S. Monterey	7,500	3	3
221 W. Alhambra	8,050	6	6
32 Hampden	7,500	4	5
1845 S. 7th	7,500	3	3
TOTAL		75	66

*Senior Citizen Project with density bonus

CONDOMINIUM PROJECTS

ADDRESS	SITE AREA	ACTUAL No. OF UNITS APPROVED	NO. OF UNITS POSSIBLE UNDER OLD CODE
2817 W. Grand	8,250	5	6
1808 Cedar	20,000	12	16
805 N. Garfield	15,000	8	12
201 N. Granada	20,085	7	8
108 N. Marengo	17,040	9	14
931 No. Monterey	22,500	11	16
327 S. 7th	16,800	6	6
419 La France	7,500	4	5
404 N. Curtis	16,600	10	12
521 N. Palm	15,000	9	12
114 N. 4th	15,000	8	12
TOTAL		89	119

Source: City Department of Housing and Community Development

VII. EXISTING LAND USE

Existing land use in Alhambra comprises four major categories: residential, commercial, industrial and public/open space. There are approximately 4,995 acres of land area in the City, 1,100 acres or 22% of which is in use for streets and highways. Table 29 summarizes land use and zoning acreages.

In 1975, vacant land in all categories totalled less than 80 acres, or 2% of overall land area. The highest proportion of vacant land was zoned for manufacturing and industrial use; reflective of the activities of the City's Redevelopment Agency. In 1984, the vacant land inventory has been reduced to approximately 53 acres (Figure 2).

Neighborhood Planning Areas

The City has been divided into nine neighborhood planning areas for study purposes as shown on Figure 3. Planning areas have been designated on the basis of major physical boundaries, such as major streets, railroads or freeways, existing land use and neighborhood homogeneity. The description of planning areas is followed by Figure 4 illustrating major land use and zoning issue areas.

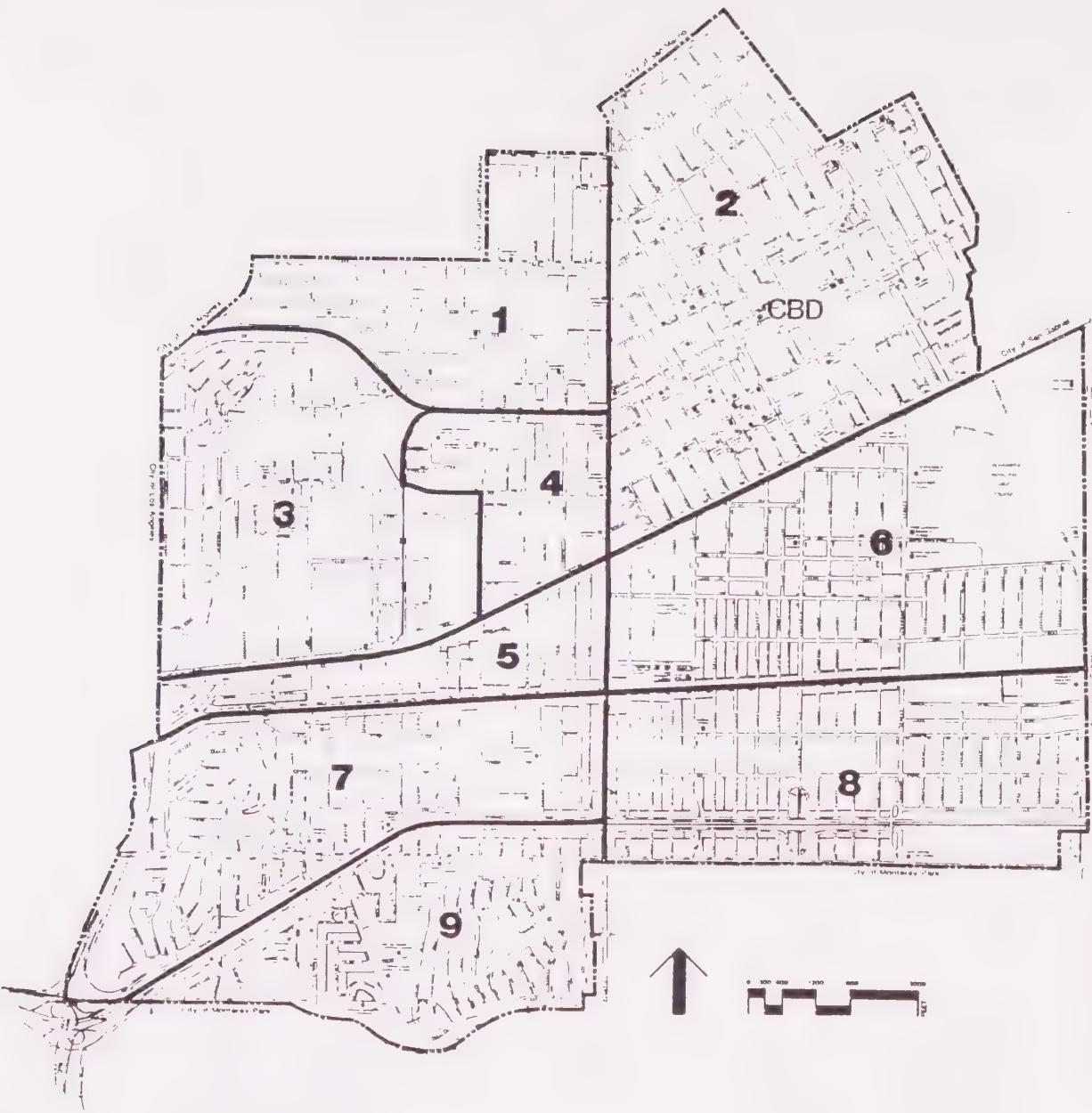
Table 29
SUMMARY OF LAND USE AND ZONING ACREAGES

LAND USE	ZONING CATEGORIES								LAND USE TOTAL
	R-1	R-2 ¹	R-3 ¹	R-4 ¹	C ²	M	P	OS	
Single Family	1112.87	410.91	267.86	51.16	10.13	10.2	11.6	.8	1875.53
Two Family	18.49	131.75	124.82	16.54	4.49	2.32	4.08	0	302.49
Three Family	1.04	46.95	46.4	11.21	2.46	1.39	1.86	0	111.31
Four + Family	10.04	46.18	221.05	45.0	10.43	1.14	7.82	5.62	347.28
Public	7.2	7.95	18.55	50.78	15.55	0	5.38	476.33	581.74
Commercial	1.53	2.37	19.22	1.83	219.45	43.11	.5	0	288.01
Manufacturing	0	0	0	0	1.64	245.04	.14	0	246.82
Utilities	1.61	.22	4.34	.21	5.74	0	0	1.95	14.07
Parking	.5	.61	.89	6.6	21.6	.94	13.41	2.36	46.91
Vacant	8.73	5.11	19.0	9.98	12.5	21.46	.74	2.4	79.92
ZONE TOTALS	1162.01	652.0	722.13	193.31	303.99	325.60	45.5	489.46	3894.00

Source: Alhambra General Plan, 1975
City Department of Housing and Community Development

¹ The R-2, R-3, and R-4 designations are used to determine permitted densities; the zoning map designates these areas as RPD (Residential Planned Development).

² Commercial includes the CO (Commercial Office), CBD (Central Business District) and CPD (Commercial Planned Development).



legend

Figure 3:
Neighborhood
Planning Areas
**City of
ALHAMBRA
GENERAL PLAN**

Planning Area 1

Planning Area 1 is in the northwest quarter of Alhambra, bound by Main Street, Atlantic Boulevard, Huntington Drive and the westerly city limits. Existing land uses in the area reflect a trend toward medium and high density residential development that is replacing low density uses generally built prior to 1930. Single family uses and some duplexes are concentrated south of Alhambra Road between the westerly city limits and Raymond Avenue and north of Alhambra Road from Raymond to Atlantic Boulevard. In both areas the planned land use and current zoning encourage a transition to medium and high density uses.

Planning Area 2

Planning Area 2 consists of the northeast section of the City bound by Atlantic Boulevard, Mission Road and the easterly and northerly city limits. The area contains the central business district and a variety of residential land uses.

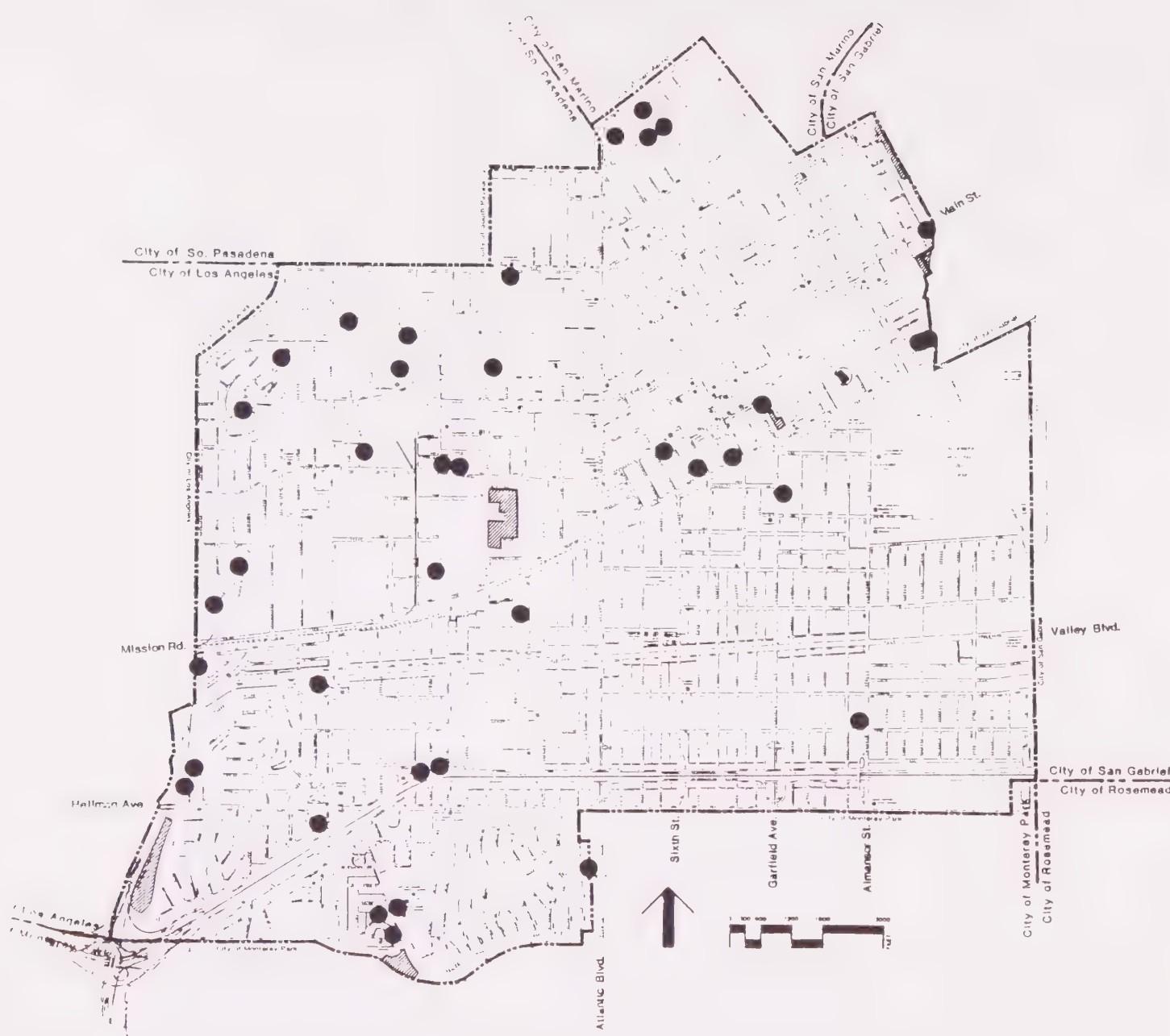
Current general plan policy calls for an intensification of residential density immediately surrounding the CBD, along Garfield Avenue and between Garfield and Atlantic Boulevard. This area has had the largest concentration of multi-family construction over the last five years and represents the final stages of a gradual land use transition and replacement of older structures first identified and encouraged in 1965.

The northeast quarter of Planning Area 2 contains one of Alhambras' finest single-family districts. south of Main Street and east of Almansor is a 55 acre area characterized by predominantly single family and duplex uses in good repair. This area was downzoned in May 1984, to preserve the character and density of the area at the request of area residents.

Much of Planning Area 2 east of Garfield Avenue was built prior to 1930 and has been included on a list of potential historic survey areas.

Planning Area 3

Planning Area 3 is in the west central sector of the City bound by Mission Road, the easterly boundary of the industrial district, Main Street and the city's westerly boundary. The area contains one of the two redevelopment sites in the city. The 370 acre Industrial Redevelopment Project Area has been the subject of revitalization efforts of the Alhambra Redevelopment Agency since 1969. The majority of the privately owned land parcels have been redeveloped and the area is now characterized by modern, light industrial and office uses. Residential uses in the industrial district are generally on the periphery of the area with little or no buffering between land uses.



legend

VACANT PARCELS

- One Acre or Less
- Greater Than One Acre

ZONE	TOTAL AREA
Residential	
Single Family	24.45 ac.
Multi-Family	17.01 ac.
Commercial	4.67 ac.
Industrial	7.16 ac.
TOTAL	53.29 ac.

SOURCE: City of Alhambra

Figure 2
Vacant Land Inventory



The western portion of Planning Area 3 is predominantly low density single family residences. The current general plan and existing zoning, with the exception of the Hampden Terrace and Sherwood Avenue area, encourage the retention of these uses.

Planning Area 3 has been identified as having the largest concentration of substandard housing units in the city. The units in need of rehabilitation have been characterized as having structural and/or plumbing deficiencies.

Concord Avenue in Planning Area 3 will most likely be improved for future freeway access for the proposed Long Beach Freeway.

Planning Area 4

Planning Area 4, east of Area 3, is bounded by Main Street, Atlantic Boulevard and Mission Road. The area contains a mix of industrial uses and medium and high density residential uses. New construction in Area 4 has been characterized by three six-unit apartment and condominium projects on smaller lots.

Area 4, while impacted by the industrial area in similar ways as Area 3, is designated a separate area because of its potential as a site for commercial expansion along Main Street. The area west of Electric Avenue, south to Lemon Street to Palm Avenue is characterized by older medium density dwellings, deteriorating commercial retail structures along Main Street and several vacant parcels.

Planning Area 5

Valley Boulevard, Atlantic Boulevard, Mission Road and the westerly city limits comprise the boundaries of Planning Area 5. This area is generally developed with low density uses west of Marengo Avenue and medium and high density uses between Marengo and Atlantic Boulevard. The area is generally well maintained with stable residential land use patterns but has the potential to transition to higher densities in those areas encouraged to do so by current general plan designations and zoning.

Planning Area 6

Planning Area 6 is in the east central sector of the City and is bounded by Atlantic Boulevard, Valley Boulevard, easterly city limits and Mission Road. The eastern portion of this planning area consists of open space and institutional uses (Almansor Park, a golf course and San Gabriel High School). South of these uses to Sixth Street is a highly unified single family neighborhood in good repair. The remainder of the area, north of San Marino Avenue consists of predominantly low density uses that are gradually changing to medium density uses. This change to medium density is not occurring in any discernible pattern, rather it can be seen in varying degrees, throughout the planning area.

Planning Area 7

Planning Area 7 is in the southwesterly quarter of the city bound by the San Bernardino Freeway, Atlantic Boulevard, Valley Boulevard and the westerly city limits. This area is predominantly single-family with high density residential uses designated as land use buffers along the arterials and freeway surrounding the area. Recent high density development has been along Marengo Avenue and some of the City's largest, single-site developments have occurred here and along the freeway.

A significant portion of the eastern section of the planning area is devoted to institutional uses (the Ramona Convent, elementary school and convalescent center). Much of the land use around these areas between Marengo Avenue and Atlantic Boulevard has transitioned to the medium and high density uses for which they were originally planned and zoned.

Planning Area 8

Planning Area 8 is bound by the city's southerly and easterly limits and Valley and Atlantic Boulevards. East of Almansor is generally developed with single family uses that form a stable, identifiable neighborhood.

The area between Atlantic and Almansor is planned and zoned for medium and high density residential use. Although the majority of the area is characterized by low density use, a trend toward higher densities is becoming evident when the intensity of small site development over the past five years is reviewed. This same area has been preliminarily identified as possibly containing residential structures having some architectural and/or historical significance.

The southeastern corner of the planning area, adjacent to the freeway contains a high school. The area on the other side of the freeway, east of Almansor Street and along New Avenue is another section of the planning area characterized by low density use in areas planned and zoned for high density use as shown on Figure 4.

Planning Area 9

Planning Area 9 occupies the majority of Alhambra south of the San Bernardino Freeway, west of Atlantic Boulevard and within the southerly city limits. The area is characterized by predominantly single family uses in good repair surrounded by higher density uses. The focal point of the area is Granada Park.

Arterial Corridor Land Use Analyses

Five of Alhambra's eight streets designated as major arterials carry through-traffic north-south and east-west. Major arterials are defined as streets and highways designed to move large volumes of traffic between freeway systems and between the freeway and local areas of traffic generation. These arterials, Atlantic Boulevard, Garfield Avenue, Main Street, Mission Road and Valley Boulevard, are part of a larger regional system that serves the western San Gabriel Valley. The City is also bisected east to west near its southerly limit by the San Bernardino Freeway, or Interstate 10.

Atlantic Boulevard

Atlantic Boulevard runs through the center of Alhambra from the northerly city limit to the southerly city limit. Existing land uses along the boulevard are predominantly low density residential. The current General Plan and zoning designate the majority of land use along Atlantic for high density residential except the major intersections.

The major intersections along Atlantic Boulevard are designated and developed with commercial uses. The uses include restaurants, small retail operations and offices. The east side of Atlantic between Mission and Commonwealth is currently in use for used car sales while the west side is the site of the Northrup Elementary School. There are medium and high density residential uses at the freeway interchange.

Garfield Avenue

Garfield Avenue, also a north-south arterial, carries traffic to and through the Central Business district (CBD). Existing land uses along the street are varied. North of the CBD are predominantly low density uses interspersed with newer medium and high density uses. This pattern is indicative of an accelerating trend toward high density. This trend is consistent with the general plan and zoning. Garfield Avenue, south of the CBD, between Mission and Valley is predominantly commercial office uses in single family residential structures on larger than average house lots.

Garfield Avenue south of Valley Boulevard to the freeway has well maintained low and medium density residential uses. The freeway interchange at Garfield is surrounded by residential uses.

Main Street

Main Street is an east-west arterial that has been developed with primarily commercial retail uses. The intersection of Main and Garfield is a focal point of the CBD. Immediately adjacent the CBD on both the east and west is the area known as "Auto Row Alhambra".

Auto Row and east Main Street contain twelve of the City's fourteen new car dealerships and auto parts suppliers which account for approximately one-third of all taxable sales within the city limits.

Partly in response to dealership owners' needs to expand, and limited available land in the area for expansion, the Main St. area from Fremont Avenue to the easterly city limits was added to the City's Redevelopment Project Area in 1981.

Residential uses, except for a few secondary residential uses permitted on commercial property in the CBD, are confined to the north side of Main Street from Palm Avenue to the City's westerly limits. This housing area is one of the oldest in the City and has a high proportion of units in need of rehabilitation. Recent construction activity of multi-family developments of 3 to 8 units on scattered sites is representative of the current trend in the area.

Valley Boulevard

Valley Boulevard is an east-west arterial zoned for, and developed with, commercial land uses. The existing uses are typical "strip commercial" development including restaurants, markets and neighborhood oriented service establishments. Alley access is available to the rear of most properties for deliveries, trash pickup, etc. Residential uses abut the commercial zone on both sides of Valley Boulevard. The properties along the Boulevard are typically small, have inadequate parking and are not always well-maintained.

Portions of the Boulevard appear to be undergoing a trend toward intensification of uses aimed at meeting the needs of the changing ethnic population of Alhambra and neighboring communities. This is evidenced by the turnover of the types of goods in the stores and shops and new business licenses issued in the area.

There is limited parking available along Valley Boulevard and behind the shops, stores and restaurants. Patrons are parking in the abutting residential neighborhoods where there is inadequate parking, and walking the short distance to the commercial areas.

Mission Road

Mission Road is a major east-west arterial scheduled to be widened and improved the entire length. The successful completion of the City's railroad lowering project has facilitated through traffic in the City both north-south and east-west.

Land uses along Mission Road are varied. From the westerly City limits to Electric Avenue on the north side manufacturing and industrial uses predominate. On the south side are low density residential uses. Along Mission on the north and south sides from Atlantic Boulevard to the easterly city limits are older deteriorating single family dwellings interpersed with newer multi-family developments. Planned land use for this area is medium to high density residential with office commercial at the Garfield Avenue intersection.

Open space land in the form of a park, high school, and golf course are located on the south side of Mission at the easterly limits.

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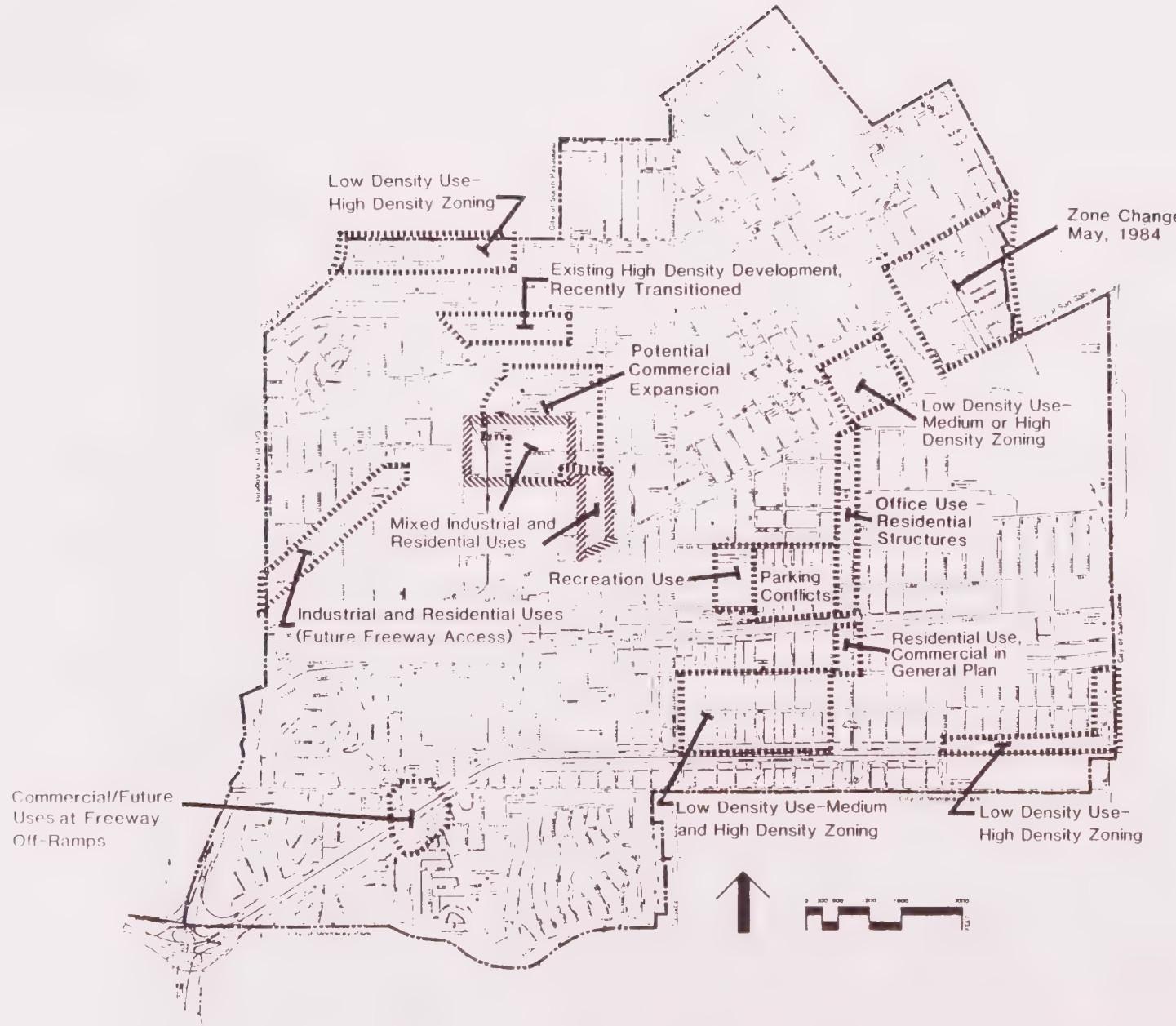
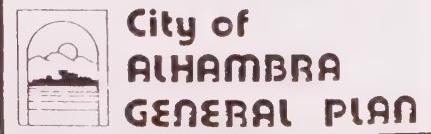


Figure 4:
Land Use/Zoning Issues



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Land Use Conclusions

The preceding analysis, in discussions with the City Council and City staff, has resulted in a general consensus regarding existing potential land use problems and conflicts and the existing General Plan land use designations as follows:

- (1) The existing General Plan identifies land use densities much higher than existing land uses. As a result, the City would experience a substantial increase in population if the City were "built-out" to permitted densities;
- (2) The retention of existing single family residential areas is impaired because both the General Plan and the City's zoning ordinance permit higher densities;
- (3) The City is still primarily developed with relatively low density residential areas; the highest densities are in the neighborhoods nearest the City's central business district;
- (4) The Plan does not provide clear policies and guidance to staff and landowners/developers to ensure that commercial uses do not impact abutting residential uses;
- (5) The City does not have sufficient area devoted to "regional" retail uses. As a result, surrounding cities capture potential sales that can be held in Alhambra;
- (6) The City experiences substantial "through traffic", yet does not capture these potential buyers. Further, the through traffic results in congestion on the City's streets without resulting in any measurable benefit to the City's commercial (retail) base; and
- (7) The entry points to the City are either not clearly defined or are not developed with uses consistent with these major traffic corridors.

VIII. LAND USE ALTERNATIVE CONCEPT PLANS

Four alternative land use concept plans were prepared to provide a basis for updating the current General Plan and developing goals and objectives. These concept plans provided, in presentation format, conceptualizations for potential future land use patterns and the implications of each. These plans were discussed at several public meetings and summarized here to provide background information for the policy direction summarized in the Findings and Implications for Planning Section of the General Plan Background Report (pages i and ii).

The four concept plans are:

Concept A: The existing General Plan with modifications to the permitted residential densities.

Concept B: Land uses based on existing zoning, but with modifications to reflect the recent zoning ordinance revisions;

Concept C: Land uses based on current residential densities with expansion of commercial uses to major thoroughfares; and

Concept D: Substantial expansion of the City's commercial areas and increased residential densities in selected areas while preserving the residential character of most single-family areas.

Concept A: This concept is based on the existing General Plan. However, General Plan residential densities have been adjusted, as follows:

	Existing General Plan	Concept A
Low Density Residential	0-5 units/acre	0 - 10 units/acre
Medium Density Residential	6-17 units/acre	10 - 20 units (15 units avg.)
High Density Residential	18-43 units/ac.	20+ units/acre (25 units avg.)

Although the adjustment in density of units per acre would appear to result in a lower population, the recent census (and projections prepared by the Southern California Association of Governments) indicates that Alhambra is likely to have more persons per unit than assumed in the current General Plan. Therefore, the potential population is in the same range as the current Plan.

This concept would retain the City's existing land use pattern. Several areas developed with single-family homes will continue to be affected by noise and traffic on the City's major thoroughfares and/or by commercial/retail uses (such as noise from parking areas behind retail businesses). This concept would retain the existing major entries to the City on Valley Boulevard and Main Street, but would not take advantage of expanding the potential entries from the San Bernardino Freeway.

The growth likely to occur under this concept would require expansion of the area's schools and other public facilities.

Concept B: This concept is similar to Concept A with only some minor changes in residential densities. Based on the City's zoning map, a smaller portion of the City will be devoted to low-density (single-family/duplex) uses, with more area devoted to multi-family uses. Further, Concept B assumes expansion of the City's commercial (retail and office) and manufacturing/industrial areas.

Similar to Concept A, this alternative would also result in a substantial increase in the City's population, resulting in increased demand on the area's schools and public facilities.

The increased commercial and manufacturing uses and the increase in population will result in more traffic on the City's major thoroughfares. As a result, residential uses on these major thoroughfares will experience even more problems (noise, dust, congestion, etc.) than at present.

Concept C: This alternative land use concept is based on: (a) existing residential densities; and (b) the objective of expanding commercial uses to areas not appropriate for residential uses. Our analysis of existing residential densities identified areas of the City with less than ten units per acre, areas with ten to twenty units per acre, and areas with more than twenty units per acre. The areas of the City that have residential density less than ten units per acre are designated in this concept as "low density". Existing areas of ten to twenty units per acre are designated "medium density" and existing areas with twenty or more units per acre are designated "high density".

Commercial uses are shown in this concept for Garfield Avenue and Atlantic Boulevard between Valley Boulevard and the San Bernardino Freeway. This commercial designation is based on two objectives: (a) commercial uses on these two north-south thoroughfares will serve as an entry point to the City, perhaps "capturing" traffic from the freeway to shop in the City; and (b) commercial uses are appropriate for areas with high traffic volumes and potentially high noise levels.

Concept C could result in only a minor population increase (approximately ten percent), with a minor increase in the demand on the area's schools and public facilities.

)

Concept D: This alternative land use concept is based on the objective to: (a) develop regional commercial uses along the San Bernardino Freeway; (b) expand existing commercial areas along the City's major thoroughfares; and (c) increase residential densities around the CBD and the manufacturing/industrial area of the City. This concept would, however, retain single-family densities in those few areas of the City where existing densities are ten units or less. While retaining these low-density residential areas, Concept D represents an intensification of residential densities throughout most of the City.

Table 30 on the following page summarizes the characteristics of each of the four concept plans.

SUMMARY TABLE 30
COMPARISON OF ALTERNATIVE CONCEPT PLANS

CONCEPT PLAN

Land Use	A			B			C			D		
	Acres	Units	Pop.	Acres	Units	Pop.	Acres	Units	Pop.	Acres	Units	Pop.
A. Residential												
1. Low Density	2,178	21,800	76,300	1,525	15,250	53,375	1,015	10,150	35,525	950	9,500	33,250
2. Medium Density	111	1,665	4,600	1,000	20,000	55,000	674	10,110	27,800	1,425	28,500	78,325
3. High Density	347	8,675	23,850				172	4,300	11,825	—	—	—
Sub-Total	2,636	32,140	101,750	2,525	35,250	108,375	1,861	24,560	75,150	2,375	38,000	111,575
B. Commercial	335 acres			541 acres			1,110 acres			694 acres		
C. Industrial	246 acres			372 acres			246 acres			372 acres		
D. Public/Open Space	678 acres			457 acres			678 acres			457 acres		
Sub-Total	3,895 acres			3,895 acres			3,895 acres			3,895 acres		
E. Streets	1,100 acres			1,100 acres			1,100 acres			1,100 acres		
TOTAL	4,995 acres			4,995 acres			4,995 acres			4,995 acres		

IX. CIRCULATION SYSTEM ANALYSIS

This report summarizes the analysis of the impact of traffic generated by the proposed land use assumptions included as part of the Land Use Element of the City of Alhambra General Plan update. The analysis is based upon information supplied by Cotton/Beland/Associates and the City of Alhambra and on field observations of existing conditions.

EXISTING CONDITIONS AND PROBLEM AREAS

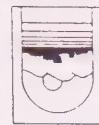
Figure 5 shows the circulation system for the existing General Plan. The City is served by two freeways. The San Bernardino Freeway is the major east-west circulation element in the City and passes through the City near the southern boundary. Access to the freeway is provided by interchanges with Fremont Avenue, Atlantic Boulevard and Garfield Avenue which are the three major arterial highways carrying most of the north-south traffic in the City. New Avenue, which borders the City in the east, also has an interchange with the San Bernardino Freeway. The City is also served by the north-south Long Beach Freeway which passes through the City near the westerly boundary. The Long Beach Freeway presently terminates at Valley Boulevard. Valley Boulevard, along with Mission Road and Main Street, are major arterial highways that carry the major portion of east-west surface traffic within the City. Other major arterial highways that carry east-west traffic are Garvey Avenue, which borders a portion of the City on the south, and Huntington Drive, which borders a portion of the City on the north.

Figure 6 shows existing daily traffic volumes on the circulation system in the City. Existing daily traffic volumes on Fremont Avenue are 10,000 vehicles per day northerly of Garvey Avenue, increasing to a high of 33,000 vehicles per day between Valley Boulevard and Mission Road and decreasing to 19,000 vehicles per day near the northerly City boundary. Intersection capacity problems exist at both Fremont Avenue/Mission Road and Fremont Avenue/Valley Boulevard during both the AM peak hour and PM peak hour. Intersection Capacity Utilization (ICU) calculations indicate Level of Service (LOS) values of level E for both peak hours at the intersection of Fremont/Mission and Level F for both peak hours at the intersection of Fremont/Valley. An explanation of the ICU method of intersection capacity analysis is included in Appendix A. Also included in Appendix A is a comparison between ICU values and LOS which is a measure of traffic quality at an intersection. Level of Service D is often used as a design standard in urban areas. Therefore, these two intersections are operating at conditions worse than the recommended design standard.

Existing daily traffic volumes on Atlantic Boulevard vary from a high of 42,000 vehicles per day north of the interchange with the San Bernardino Freeway to 19,000 vehicles per day near the northerly City boundary. Intersection capacity problems exist at Valley Boulevard where the LOS is level E during both the AM and PM peak hours and at Mission Road where the LOS is level E during the PM peak hour.

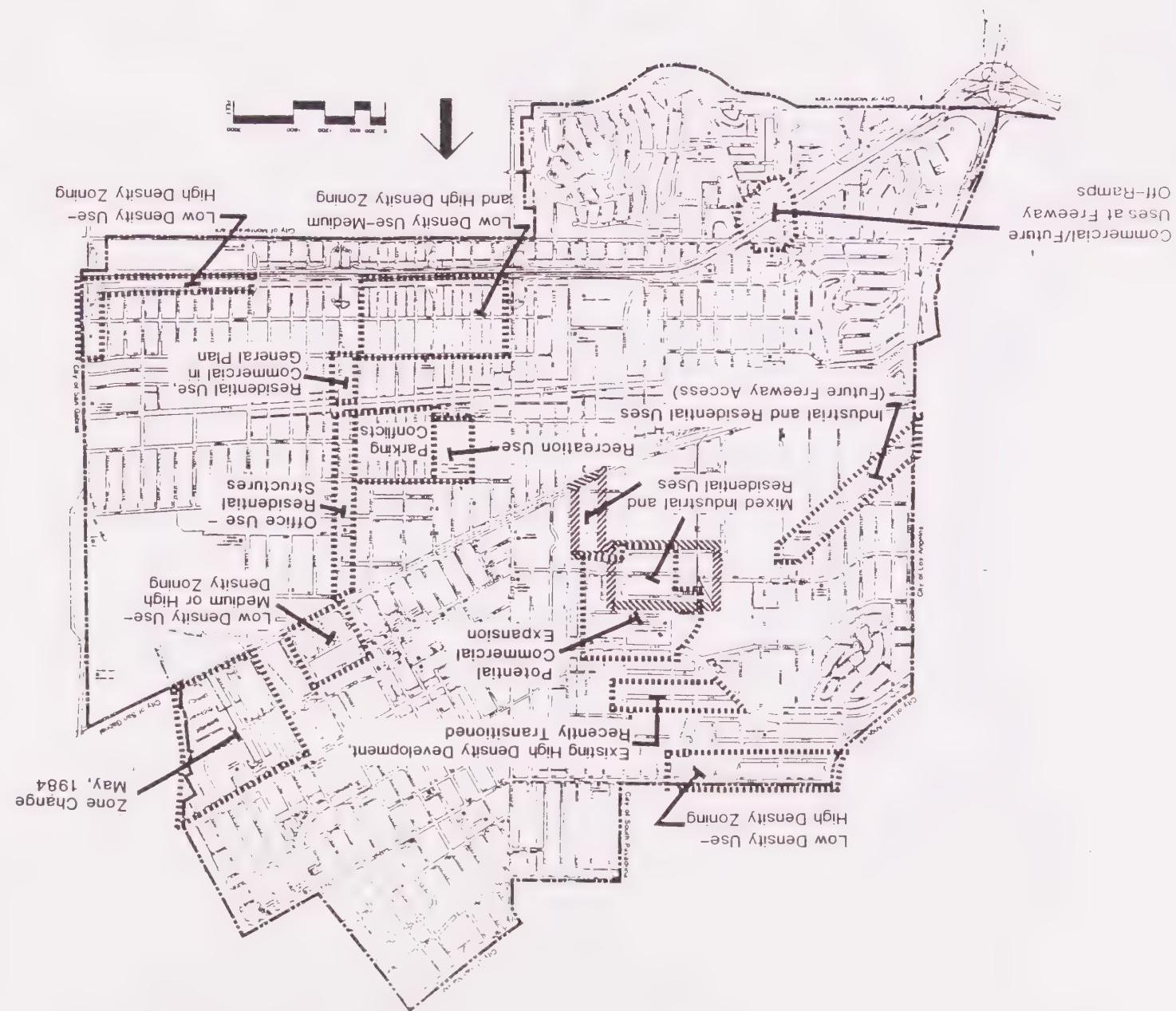
GENERAL PLAN

CITY OF ALHAMBRA



Land Use/Zoning Issues

Figure 4:



legend

- Freeway
- Major Arterial
- Secondary Arterial
- Collector

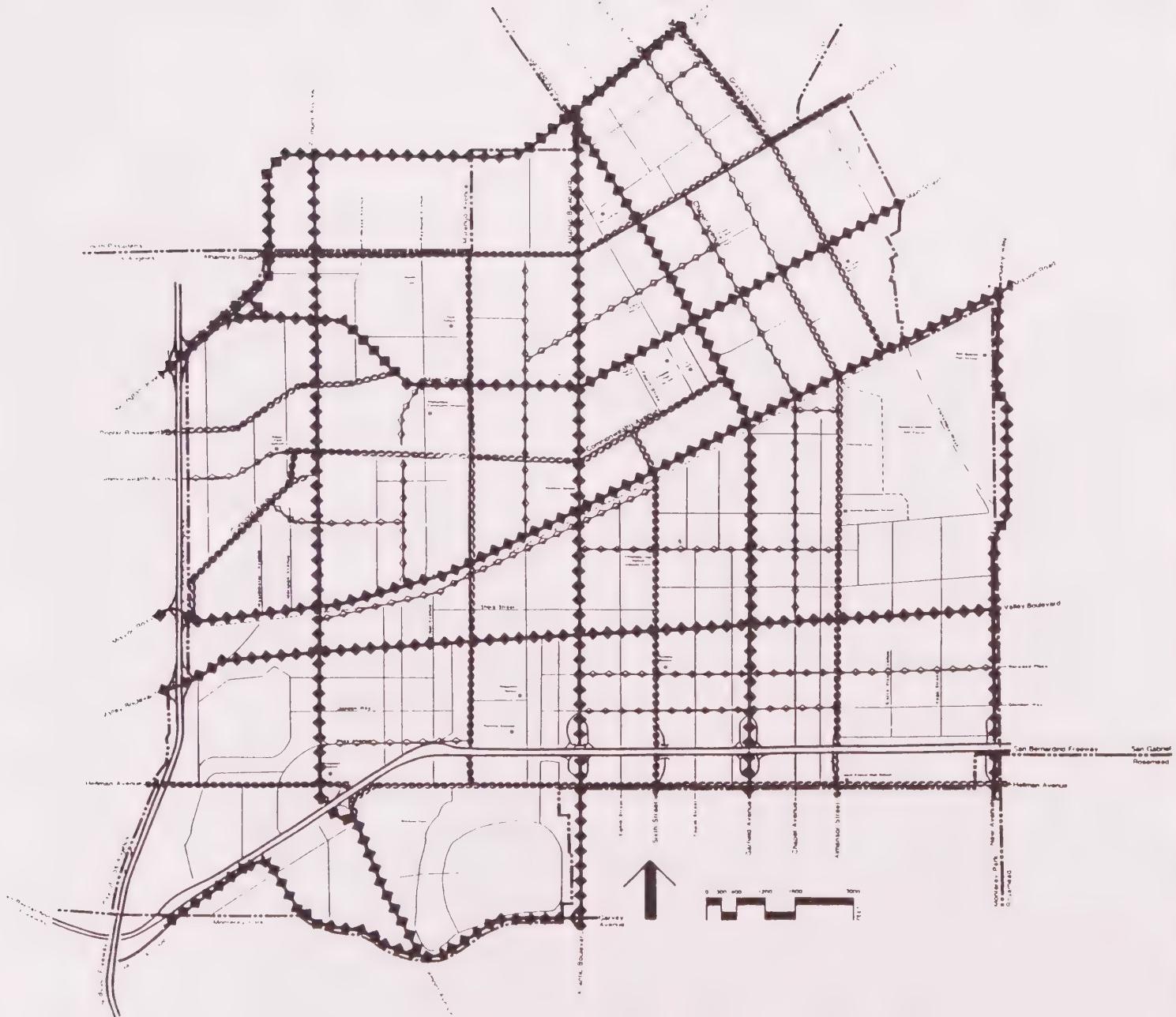
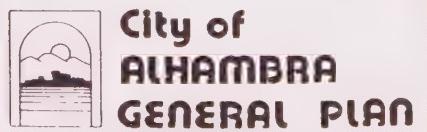
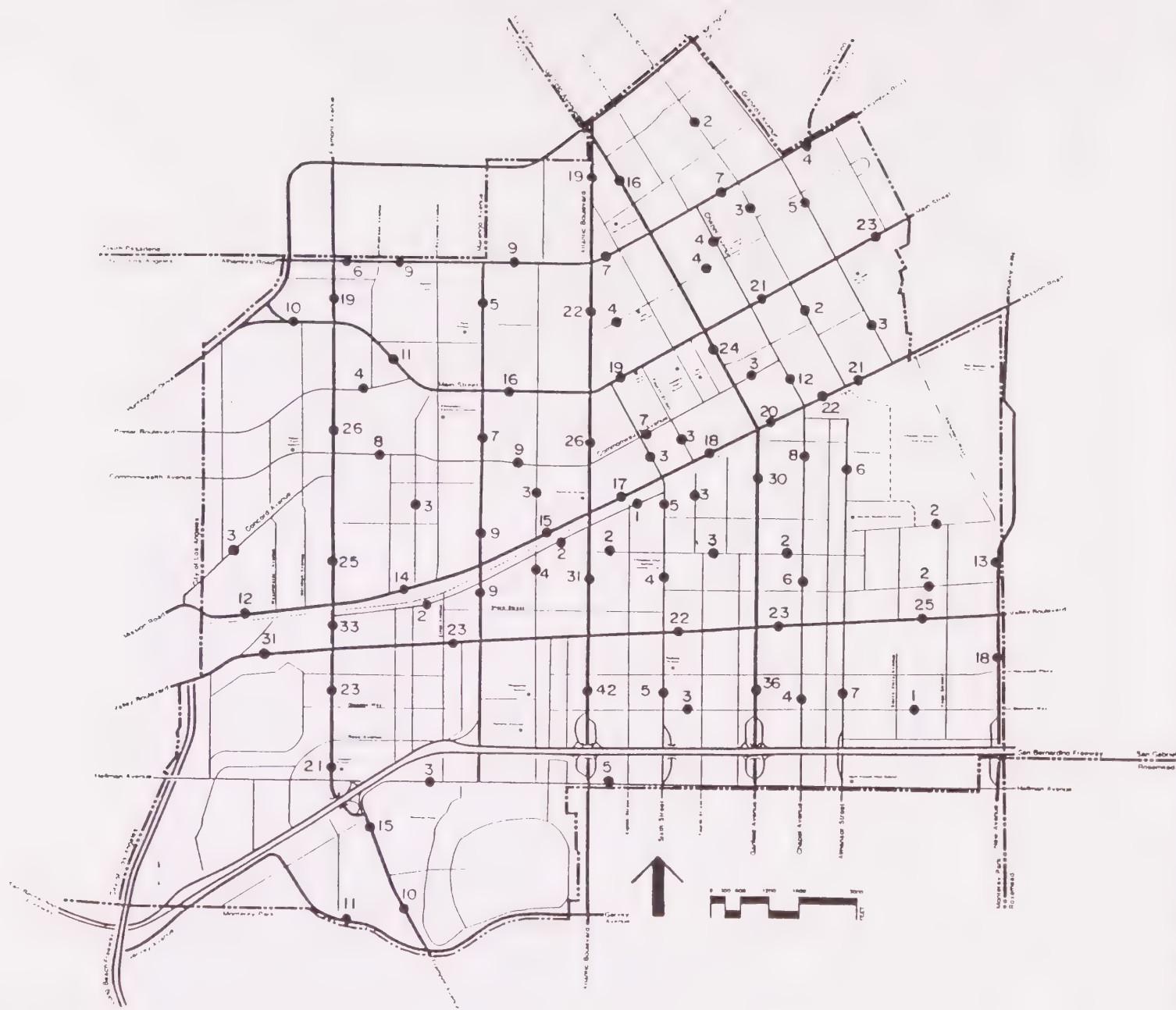


Figure 5
Existing Circulation System





Legend

3 Daily Traffic Volume to Nearest 1000 Vehicles Per Day

Figure 6
Existing Daily
Traffic Volumes



**CITY OF
ALHAMBRA
GENERAL PLAN**

Existing daily traffic volumes on Garfield Avenue vary from 36,000 vehicles per day north of the interchange with the San Bernardino Freeway to 16,000 vehicles per day near the City boundary. The existing LOS is at the upper limit of LOS D at Valley Boulevard and Main Street during the PM peak hour. Any increase in traffic volumes would cause these LOS to become level E.

Existing daily traffic volumes on Valley Boulevard vary from a high of 31,000 vehicles per day between the Long Beach Freeway and Fremont Avenue to a low of 22,000 vehicles per day between Atlantic Boulevard and Garfield Avenue to 25,000 vehicles per day near the easterly City boundary. As indicated previously, there are existing intersection capacity problems at Fremont Avenue, Atlantic Boulevard and potential capacity problems at Garfield Avenue.

Existing daily traffic volumes on Mission Road vary from a low of 12,000 vehicles per day westerly of Fremont Avenue to a high of 22,000 vehicles per day between Garfield Avenue and Chapel Avenue to 21,000 vehicles per day near the easterly City boundary. There are intersection capacity problems at Marengo Avenue and Chapel Avenue in addition to those indicated previously at Fremont Avenue and Atlantic Avenue and the potential capacity problem at Garfield Avenue. The LOS is Level E during both the AM and PM peak hour at Marengo Avenue and level E during the PM peak hour at Chapel Avenue.

Existing daily traffic volumes on Main Street vary from a low of 10,000 vehicles per day near the westerly City boundary to 23,000 vehicles per day near the easterly City boundary. As indicated previously, there is a potential capacity problem at Garfield Avenue.

TRIP GENERATION

In order to determine the potential impact of the proposed land use element, daily traffic volumes have been generated for the existing land use designation and the proposed land use designation. Table 31 shows the trip generation rates used for the various land use designations. Table 32 shows the estimated total daily trip generation for the existing land use. The traffic has been generated for twelve Traffic Analysis Zones (TAZ) lettered from A to L. The location of the zones are shown on Figure 7. These twelve zones correspond to twelve existing Census Tracts which are also shown on Figure 7. As shown in Table 2, the existing land use is estimated to be generating 365,000 daily vehicle trips.

Table 3 shows the estimated total daily trip generation for the proposed land use. As shown in Table 33, the proposed land use is expected to generate 420,100 daily vehicle trips. This represents an increase of 54,500 daily trips over the existing land use. Table 34 shows the change in daily trip generation by land use designation. As shown in Table 4 there is a net increase of 2200 daily home based trips, a net increase of 49,200 daily commercial trips, a decrease of 600 general industrial trips, a decrease of 300 heavy industrial trips; and an increase of 3900 daily trips for the proposed Edison Company office buildings. The Edison Company office buildings will all be located in Zone E. However, the changes in home based and commercial trip generation are spread over several zones.

TABLE 31
ALHAMBRA GENERAL PLAN
Trip Generation Rates

<u>LAND USE DESIGNATION</u>	<u>DAILY RATES</u>	<u>SOURCE*</u>
Low Density Residential (0-5 DU per Acre)	10/DU	A
Medium Density Residential (6-10 DU per Acre)	7.5/DU	B
High Density Residential (11-24 DU per Acre)	6.1/DU	A
Commercial	400/ACRE	B
General Industrial	59.9/ACRE	A
Heavy Industrial	15.6/ACRE	A
Braun Office	9.01/1000 SF	C
Sears Office	12.3/1000 SF	A
Sears Retail	40/1000 SF	A
Edison Office	17.7/1000 SF	D

*A = "Trip Generation" published by the Institute of Transportation Engineers.

B = Trip generation rates published by the City of San Diego.

C = Trip Impact Study for C.F. Braun & Company prepared by Linscott, Law & Greenspan, Inc., May, 1981

D = Traffic and Access Study for the Southern California Edison Company prepared by Wilbur Smith and Associates, August, 1983.

Legend

A Traffic Analysis Zone

4803 Census Tract Number

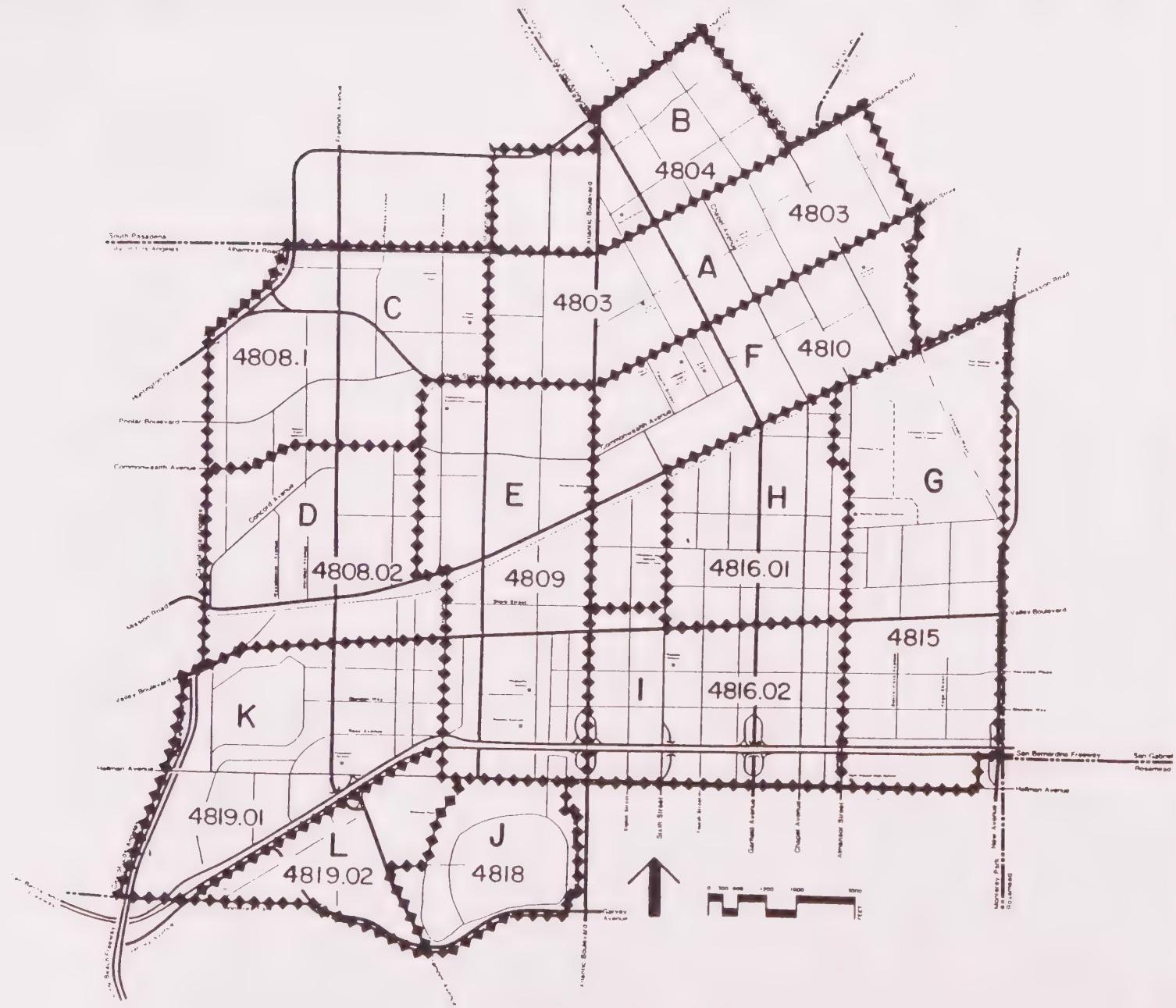


Figure 7
Traffic Analysis
Zones

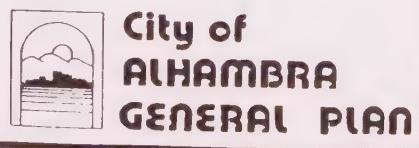


TABLE 32
ALHAMBRA GENERAL PLAN
TRIP GENERATION

Existing Land Use Designation

TRAFFIC ANALYSIS ZONE	LAND USE DESIGNATION	UNITS	DAILY TRIPS
A	Low Density Residential	1373 DU	13,730
	Medium Density Residential	203 DU	1,520
	High Density Residential	2887 DU	17,610
	Commercial	47 AC	<u>18,800</u>
		Subtotal	51,700
B	Low Density Residential	997 DU	9,970
	Medium Density Residential	70 DU	530
	High Density Residential	1221 DU	7,450
	Commercial	5 AC	2,000
		Subtotal	19,900
C	Low Density Residential	1510 DU	15,100
	Medium Density Residential	226 DU	2,000
	High Density Residential	971 DU	5,920
	Commercial	26 AC	10,400
	General Industrial	11 AC	660
	Heavy Industrial	11 AC	<u>170</u>
		Subtotal	34,200
D	Low Density Residential	890 DU	8,900
	Medium Density Residential	48 DU	360
	High Density Residential	109 DU	660
	Commercial	12 AC	4,800
	General Industrial	32 AC	1,920
	Heavy Industrial	76 AC	1,190
	Braun Offices	975,000 SF	8,800
	Sears Retail	40,000 SF	1,600
	Sears Office	440,000 SF	<u>5,410</u>
		Subtotal	33,600

TABLE 32 (continued)

TRAFFIC ANALYSIS ZONE	LAND USE DESIGNATION	UNITS	DAILY TRIPS
E	Low Density Residential	1418 DU	14,180
	Medium Density Residential	198 DU	1,490
	High Density Residential	2240 DU	13,660
	Commercial	34 AC	13,600
	General Industrial	24 AC	1,440
	Heavy Industrial	38 AC	590
	Subtotal		45,000
F	Low Density Residential	1308 DU	13,080
	Medium Density Residential	211 DU	1,590
	High Density Residential	1580 DU	9,640
	Commercial	68 AC	27,200
	Subtotal		51,500
G	Low Density Residential	1104 DU	11,040
	Medium Density Residential	22 DU	170
	High Density Residential	411 DU	2,510
	Commercial	44 AC	17,600
	Subtotal		31,300
H	Low Density Residential	1135 DU	11,350
	Medium Density Residential	94 DU	710
	High Density Residential	1262 DU	7,700
	Commercial	19 AC	7,600
	Subtotal		27,400
I	Low Density Residential	1351 DU	13,510
	Medium Density Residential	239 DU	1,790
	High Density Residential	1017 DU	6,200
	Commercial	20 AC	8,000
	Subtotal		29,500
J	Low Density Residential	889	8,900
	Subtotal		8,900

TABLE 32 (Continued)

<u>TRAFFIC ANALYSIS ZONE</u>	<u>LAND USE DESIGNATION</u>	<u>UNITS</u>	<u>DAILY TRIPS</u>
K	Low Density Residential	1665 DU	16,650
	Medium Density Residential	113 DU	850
	High Density Residential	218 DU	1,330
	Commercial	12 AC	<u>4,800</u>
		Subtotal	23,600
L	Low Density Residential	600 DU	6,000
	Medium Density Residential	19 DU	140
	High Density Residential	386 DU	1,350
	Commercial	1 AC	<u>400</u>
		Subtotal	7,900
			TOTAL DAILY TRIPS 365,000

TABLE 33
ALHAMBRA GENERAL PLAN
TRIP GENERATION
Proposed Land Use Designation

TRAFFIC ANALYSIS ZONE	LAND USE DESIGNATION	UNITS	DAILY TRIPS
A	Low Density Residential	743 DU	7,430
	Medium Density Residential	203 DU	1,520
	High Density Residential	4110 DU	25,070
	Commercial	57 AC	<u>22,800</u>
		Subtotal	56,800
B	Low Density Residential	721 DU	7,210
	Medium Density Residential	70 DU	525
	High Density Residential	1743 DU	10,630
	Commercial	5 AC	<u>2,000</u>
		Subtotal	20,400
C	Low Density Residential	1030 DU	10,300
	Medium Density Residential	201 DU	1,510
	High Density Residential	1879 DU	11,460
	Commercial	80 AC	<u>32,000</u>
		Subtotal	55,300
D	Low Density Residential	790 DU	7,900
	Medium Density Residential	48 DU	360
	High Density Residential	109 DU	660
	Commercial	12 AC	4,800
	General Industrial	43 AC	2,580
	Heavy Industrial	76 AC	1,190
	Braun Offices	975,000 SF	8,800
	Sears Retail	40,000 SF	1,600
	Sears Office	440,000 SF	<u>5,410</u>
		Subtotal	33,300

TABLE 33 (Continued)

<u>TRAFFIC ANALYSIS ZONE</u>	<u>LAND USE DESIGNATION</u>	<u>UNITS</u>	<u>DAILY TRIPS</u>
E	Low Density Residential	1013 DU	10,130
	Medium Density Residential	198 DU	1,490
	High Density Residential	3319 DU	20,250
	Commercial	43 AC	17,200
	Industrial	14 AC	840
	Heavy Industrial	36 AC	560
	Edison Offices	222,000 SF	<u>3,930</u>
		Subtotal	54,400
F	Low Density Residential	1067 DU	10,670
	Medium Density Residential	209 DU	1,570
	High Density Residential	2020 DU	12,320
	Commercial	68 AC	<u>27,200</u>
		Subtotal	51,800
G	Low Density Residential	1104 DU	11,040
	Medium Density Residential	22 DU	170
	High Density Residential	411 DU	2,510
	Commercial	81 AC	<u>32,400</u>
		Subtotal	46,100
H	Low Density Residential	1050 DU	10,500
	Medium Density Residential	94 DU	710
	High Density Residential	1374 DU	8,380
	Commercial	23 AC	<u>9,200</u>
		Subtotal	28,800
I	Low Density Residential	1204 DU	12,040
	Medium Density Residential	235 DU	1,760
	High Density Residential	1042 DU	6,360
	Commercial	29 AC	<u>11,600</u>
		Subtotal	31,800
J	Low Density Residential	889 DU	<u>8,900</u>
		Subtotal	8,900

)

TABLE 33 (Continued)

<u>TRAFFIC ANALYSIS ZONE</u>	<u>LAND USE DESIGNATION</u>	<u>UNITS</u>	<u>DAILY TRIPS</u>
K	Low Density Residential	1665 DU	16,650
	Medium Density Residential	113 DU	850
	High Density Residential	218 DU	1,330
	Commercial	12 AC	<u>4,800</u>
		Subtotal	23,600
L	Low Density Residential	600 DU	6,000
	Medium Density Residential	19 DU	140
	High Density Residential	386 DU	2,350
	Commercial	1 AC	<u>400</u>
		Subtotal	8,900
		TOTAL DAILY TRIPS	420,100

}

TABLE 34
ALHAMBRA GENERAL PLAN
Change in Trip Generation by Land Use
Between Existing and Proposed Land Use Designation

<u>LAND USE DESIGNATION</u>	TOTAL TRIPS		
	<u>EXISTING LAND USE</u>	<u>PROPOSED LAND USE</u>	<u>CHANGE</u>
Home Based	228,600	230,800	+2,200
Commercial	115,200	164,400	+49,200
General Industrial	4,000	3,400	-600
Heavy Industrial	2,000	1,700	-300
Braun Office	8,800	8,800	0
Sears Office	5,400	5,400	0
Sears Retail	1,600	1,600	0
Edison Office	0	3,900	+3,900
TOTALS	365,600	420,000	+54,400

}

The total change in home based trip generation of +2200 daily trips is only about one percent of the total home based trip generation and therefore is considered an insignificant change. However, the change in commercial trip generation of +49,200 daily trips is approximately 43 percent of the existing commercial trip generation and therefore is significant. Table 35 shows the existing, proposed and change in trip generation for the commercial land use in all twelve zones. There are increases in commercial trip generation in Zones A, C, E, G, H and I with the greatest increases in Zone C with an increase of 21,600 daily trips and in Zone G with an increase of 14,800 daily trips. The increase in Zone C is caused by a change from residential and industrial uses to regional commercial uses in the area east of Fremont Avenue between Commonwealth Avenue and Main Street. The increase in zone G is caused by a change in the designation of the Mark Kepple School site from open space to commercial.

Based on recent information from the Institute of Transportation Engineers, only fifty percent of the trip generation for new commercial development in developed areas results in new trips. Fifty percent have been found to be existing trips reoriented to the new commercial uses. Therefore, as indicated in Table 35, there would be only 24,600 new commercial trips generated by the proposed land use element. Fifty percent of these new trips were assumed to be generated by Alhambra residents while fifty percent were assumed to be generated by people outside Alhambra.

TRAFFIC DISTRIBUTION

Half of the new commercial trips or 12,300 daily trips were assumed to be produced by residential development in each of the twelve zones. Table 36 shows the percentage and number of trips produced by each zone. The number of trips produced are in direct proportion to the size of the respective residential development. The remaining fifty percent of new commercial trips were distributed toward the north, south east and west with 25 percent in each direction.

IMPACT OF THE LONG BEACH FREEWAY EXTENSION ON FUTURE TRAFFIC VOLUMES

Studies conducted by CalTrans have indicated that construction of a new freeway has a marked impact on traffic volumes on streets both parallel and perpendicular to the new freeway. Traffic volumes were found to increase on streets perpendicular to the freeway and decrease on streets parallel to the freeway. The CalTrans studies indicated that through traffic could increase by 10 to 15 percent on perpendicular streets for a distance of two miles from the freeway.

The impacts on parallel streets diminish the farther the street is from the new freeway. Fremont Avenue would have the greatest impact of any parallel street. Because the Long Beach Freeway presently terminates at Valley Boulevard and Fremont Avenue is closest to the future freeway alignment, traffic volumes on Fremont Avenue north of Valley Boulevard are expected to experience a reduction of approximately fifty percent. South of Valley Boulevard, the reduction in volumes is expected to be approximately 15 to 18 percent.

TABLE 35
ALHAMBRA GENERAL PLAN

Trip Generation Change by Zone
For Commercial Land Use

TRAFFIC ANALYSIS ZONE	TRIP GENERATION			
	<u>Existing</u>	<u>Proposed</u>	<u>Change</u>	<u>New Traffic</u>
A	18,800	22,800	+4,000	2,000
B	2,000	2,000	0	0
C	10,400	32,000	+21,600	10,800
D	4,800	4,800	0	0
E	13,600	17,200	+3,600	1,800
F	27,200	27,200	0	0
G	17,600	32,400	+14,800	7,400
H	7,600	9,200	+1,600	800
I	8,000	11,600	+3,600	1,800
J	0	0	0	0
K	4,800	4,800	0	0
L	<u>400</u>	<u>400</u>	<u>0</u>	<u>0</u>
TOTALS	115,200	164,400	+49,200	24,600

TABLE 36
 ALHAMBRA GENERAL PLAN
 Residential Trip Production by Zone
 For New Commercial Trips

NEW COMMERCIAL TRIPS		
<u>ZONE</u>	<u>PERCENT</u>	<u>TRIPS</u>
A	15%	1850
B	8%	980
C	10%	1230
D	4%	490
E	14%	1720
F	10%	1230
G	6%	740
H	8%	980
I	9%	1110
J	4%	490
K	8%	980
L	<u>4%</u>	<u>490</u>
TOTALS	100%	12,300

)

Atlantic Boulevard is expected to have much less impact from the freeway extention than Fremont Avenue because it is approximately one mile further east. The reduction in through volumes on Atlantic Boulevard is expected to be approximately 20 percent.

Garfield Avenue, which is approximately 2.2 miles from the freeway, is expected to have minimal impact from the freeway. Garfield Avenue does not demonstrate the typical commuter traffic peaking characteristics associated with both Fremont Avenue and Atlantic Boulevard. Traffic on Garfield Avenue appears to be more locally oriented towards commercial development in the CBD with a relative constant peaking throughout the day. Also, the northwest-southeast orientation of Garfield Avenue northerly of Mission Road is not a desirable route for someone to the north with a destination in downtown Los Angeles.

The extension of the freeway is expected to have a significant impact on Valley Boulevard. The portion of Valley Boulevard between the freeway and Fremont Avenue is expected to have a reduction of approximately 10,000 to 12,000 vehicles per day. This is traffic presently using Fremont Avenue as an alternate route to the freeway. This decrease would be offset by an increase in traffic because of natural growth and because Valley Boulevard is a perpendicular route to the freeway. Between Fremont Avenue and Garfield Avenue the freeway is expected to increase volumes by approximately ten percent. The impact easterly of Garfield Avenue is expected to be minor.

The freeway extention is expected to increase the volumes on Mission Road between the freeway and Atlantic Boulevard by approximately five percent. Although there are no direct freeway ramps planned at Mission Road, access may be provided to the southbound on-ramps and northbound off-ramp from the Long Beach Freeway at Valley Boulevard by using frontage roads to the freeway between Valley Boulevard and Mission Road. The impact on Mission Road is expected to be minimal easterly of Atlantic Boulevard.

The traffic on Valley Boulevard and Mission Road could be impacted by proposed ramp metering along the San Bernardino Freeway which could be operational by 1986. Based on CalTrans studies, ramp metering would be expected to have a minor impact on parallel routes such as Valley Boulevard and Mission Road amounting to a change of only one percent.

The freeway extention is expected to increase the volumes on Main Street by ten percent between Huntington Drive and Atlantic Boulevard because there will be full access to the freeway on Huntington Drive a short distance to the west.

FUTURE DAILY TRAFFIC VOLUMES

In order to simulate future traffic conditions on the circulation system in the City a growth factor of one percent per year was applied to the existing daily traffic volumes for the 20 year period from 1984 to 2004 on the major arterial highways. The resultant volumes were then modified to reflect the impact of the extention of the Long Beach Freeway which was assumed to be

) completed by 2004. The traffic expected to be generated by the commercial development included in the new land use plan was then added to the street system. Figure 8 shows the future daily traffic volumes on the circulation system in the City.

This approach is expected to provide conservative volume projections because a portion of the volumes included as new commercial traffic may also be included as part of the growth factor traffic.

FUTURE TRAFFIC CONDITIONS

The impact of traffic on a street system can be measured by comparing the expected volumes to the capacities at the location in question. The capacity of a street system is controlled by the intersections and if the intersections operate satisfactorily, the balance of the street should also. In addition, if the intersections operate satisfactorily during the peak hour, they should operate at a better level for the balance of the day. Recent AM peak hour and PM peak hour vehicle counts for 58 of the major arterial highway intersections in the City provide an opportunity to analyze the impact of future traffic volumes on these intersections on a peak hour basis rather than relying on daily traffic volumes.

The combination of existing traffic, growth factor traffic, traffic caused by the freeway extension and traffic from new commercial development will cause 18 major intersections out of 58 to operate at LOS E or F during either the AM peak hour or PM peak hour or both. These intersections are listed in Table 37.

The City of Alhambra has recently contracted with Willdan Associates to provide right-of-way and lane configuration studies for several major arterial highways in the City. Final reports have been submitted for Atlantic Boulevard dated August, 1984, and for Fremont Avenue dated October, 1984. Preliminary reports have been submitted for Garfield Avenue dated September 14, 1984, for Valley Boulevard dated November 1, 1984 and for Mission Road dated December 27, 1984. These reports present recommendations for street improvements on each subject street as well as intersecting streets. Proposed striping plans for the ultimate street cross-sections are also presented.

The report for Atlantic Boulevard recommends sufficient roadway width to provide a minimum of four through lanes with five lanes or six lanes in some locations. The report for Fremont Avenue recommends sufficient width to provide two through lanes between Garvey Avenue and Montezuma Avenue and four through lanes between Montezuma Avenue and the northerly City Limit at Alhambra Road. The report for Garfield Avenue recommends sufficient width to provide a minimum of four through lanes throughout the City with six lanes at some locations. The report for Valley Boulevard recommends sufficient width to provide six through lanes throughout the City.

The County of Los Angeles Road Department is currently involved in a project to improve Mission Road throughout the City. Plans for Phase 1 from the westerly City Limit to 500 feet east of Fremont Avenue have been completed and construction is expected in 1985. Plans for Phase 2 from 500 feet east of

Legend

3 Daily Traffic Volume
to Nearest 1000
Vehicles Per Day

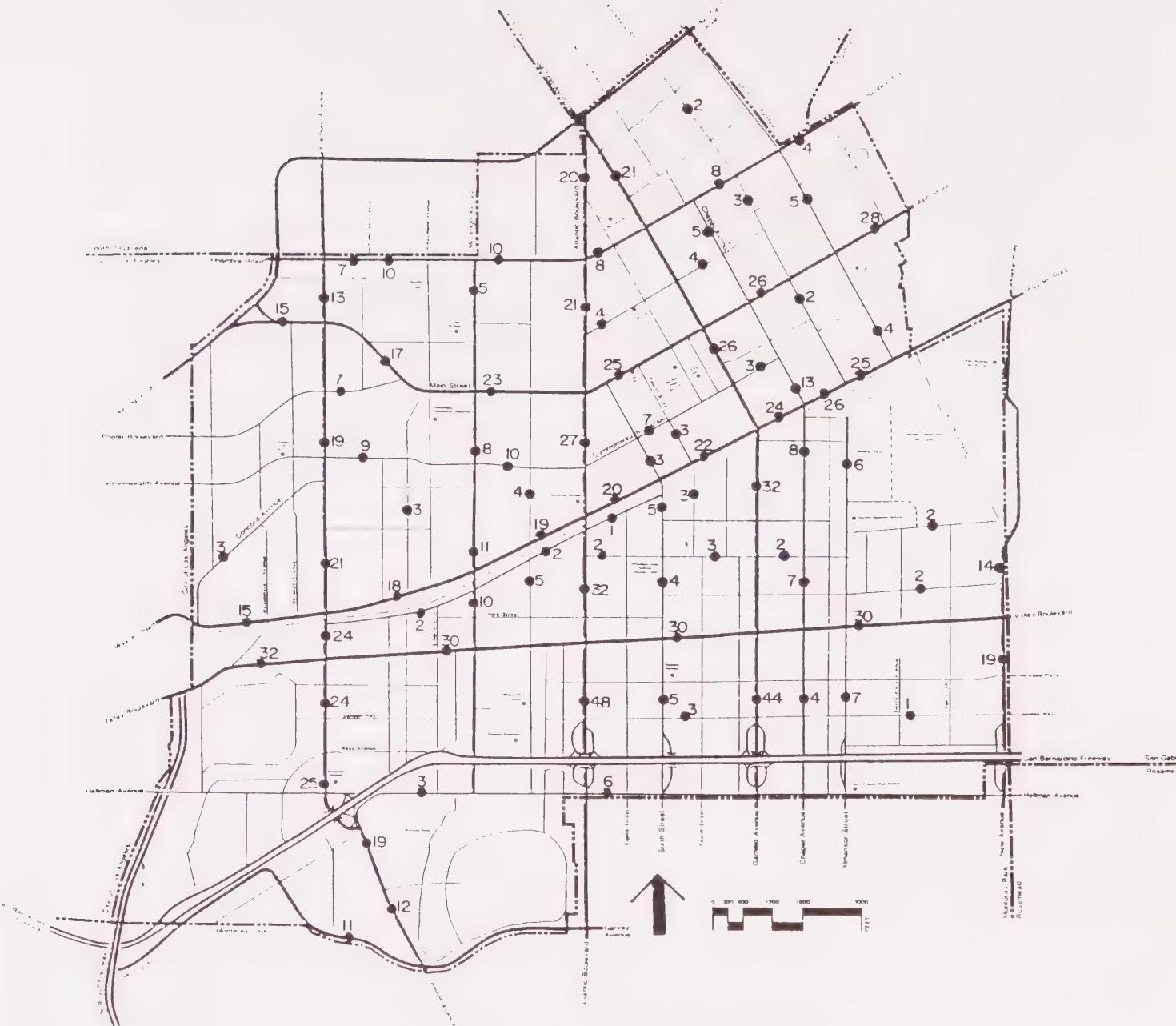


Figure 8
Future Daily Traffic
Volumes 2004

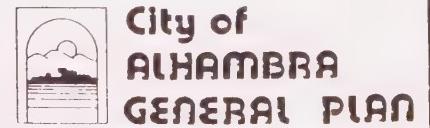


TABLE 37

ALHAMBRA GENERAL PLAN

Arterial Intersections at LOS E or F
 With Freeway Extension/With Projected Daily Traffic Volumes
 Without Improvements

2004

<u>INTERSECTION</u>	<u>LOS E</u>		<u>LOS F</u>	
	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
Fremont/Valley	-	-	X	X
Fremont/Mission	-	X	-	-
Atlantic/Hellman	X	-	-	X
Atlantic/Glendon	X	-	-	X
Atlantic/Valley	-	-	X	X
Atlantic/Mission	X	-	-	X
Garfield/Hellman	-	-	X	X
Garfield/Glendon	-	X	X	-
Garfield/Norwood	-	X	-	-
Garfield/Valley	X	-	-	X
Garfield/Mission	-	X	-	-
Garfield/Main	-	-	-	X
Garfield/Atlantic	-	X	-	-
Valley/Marengo	-	X	-	-
Valley/New	-	X	-	-
Mission/Marengo	-	-	X	X
Mission/Chapel	-	-	-	X
Mission/Almansor	-	X	-	-

Fremont to Atlantic Boulevard are scheduled to be started in June, 1985. Phase 3 from Atlantic Boulevard to the easterly City Limit has not been scheduled. Phase 1 of the project will provide two through lanes in each direction, left turn lanes at intersections and three eastbound lanes east and west of Fremont Avenue.

The Willdan report for Mission Road recommends two through lanes in each direction and a two-way left turn lane throughout the City. In addition, the report recommends three eastbound through lanes east and west of Fremont Avenue, Atlantic Boulevard, Garfield Avenue and Chapel Avenue.

Completion of the street improvements recommended in the Willdan reports and the Mission Road project would reduce the number of intersections that would operate at LOS E or F from eighteen to eight. These intersections are listed in Table 38. Two of these intersections at Atlantic/Hellman and Garfield/Hellman would operate at LOS F. In order to reduce the LOS to level E or better, street improvements would be required in the City of Monterey Park. In order to reduce the remaining five interchanges to LOS D or better, improvements would be required beyond those already recommended by Willdan Associates and proposed by the Los Angeles County Road Department. It is questionable whether any further improvements would be warranted because the future traffic volumes used to determine these LOS would only exist for short periods in the day.

PROPOSED CIRCULATION SYSTEM

Figure 9 shows the proposed circulation system. Changes from the existing circulation system include the following:

1. Remove that portion of Almansor Street between Corto Street and Mission Road because the roadway cannot be constructed.
2. Upgrade Chapel Avenue from a Collector to a Secondary Arterial between Valley Boulevard and Alhambra Road to encourage its use as an alternate route to Garfield Avenue. Also encourage traffic to use Chapel Avenue rather than Almansor Street because of the two schools and park located on Almansor Street between Adams Street and Corto Street.
3. Extend Marguerita Avenue as a Collector between Mission Road and Valley Boulevard to encourage its use as an alternate route to Atlantic Boulevard.

legend

- Freeway
- Major Arterial
- Secondary Arterial
- Collector

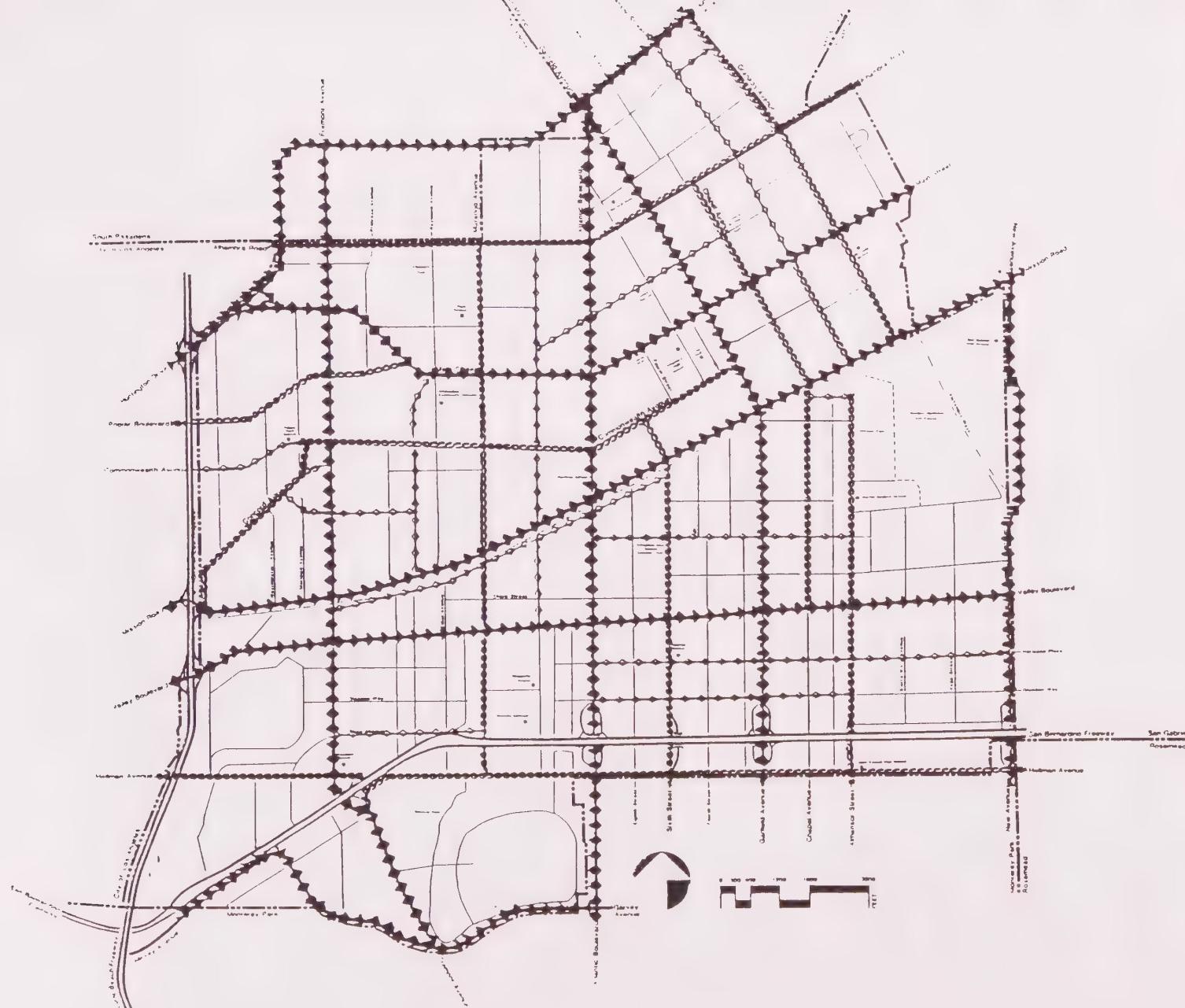


Figure 9
Proposed Circulation System

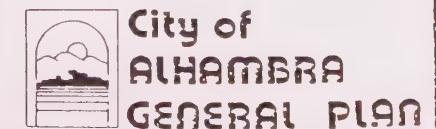


TABLE 38

ALHAMBRA GENERAL PLAN

Arterial Intersections at LOS E or F
 With Freeway Extension/With Projected Daily Traffic Volumes
 With Improvements

2004

<u>INTERSECTION</u>	LOS E		LOS F	
	<u>AM</u>	<u>PM</u>	<u>AM</u>	<u>PM</u>
Fremont/Valley	-	X	-	-
Fremont/Mission	-	X	-	-
Atlantic/Hellman	X ⁽¹⁾	-	-	X ⁽¹⁾
Atlantic/Mission	X	X	-	-
Garfield/Hellman	-	-	X ⁽²⁾	X ⁽²⁾
Garfield/Norwood	-	X	-	-
Garfield/Valley	-	X	-	-
Mission/Marengo	X	X	-	-

(1) Could be improved to LOS C in AM and LOS E in PM if Hellman was widened by the City of Monterey Park.

(2) Could be improved to LOS D in AM and PM if Garfield was widened by the City of Monterey Park.

SUMMARY

This study has examined the impacts of traffic generated by the proposed land use assumptions included as part of the Land Use Element of the City of Alhambra General Plan update. The study has indicated that most of the Major Arterial highways will have to be improved to accommodate both existing and future traffic volumes by 2004.

Principal findings of the study are:

1. Based on existing traffic volumes, there are six intersections that operate at LOS E or LOS F during the AM peak hour, the PM peak hour or both.
2. The existing land use is estimated to be generating 365,600 daily vehicle trips.
3. The proposed land use plan is expected to generate 420,100 daily vehicle trips.
4. The change in daily trip generation between the existing land use plan and the proposed land use plan is 54,500 daily trips comprised of +2200 home based trips, +49,200 commercial trips, -600 general industrial trips, -300 heavy industrial trips and +3900 Edison office trips.
5. Fifty percent of the increase in daily trips (24,600) are assumed to be new trips.
6. Extension of the Long Beach Freeway is expected to reduce through traffic volumes on Fremont Avenue by fifty percent northerly of Valley Boulevard and 15 percent to 18 percent southerly of Valley Boulevard.
7. Extension of the Long Beach Freeway is expected to reduce through traffic volumes by twenty percent on Atlantic Boulevard.
8. Extension of the Long Beach Freeway is expected to have minimal impact on Garfield Avenue.
9. Extension of the Long Beach Freeway is expected to cause a reduction in traffic volumes on Valley Boulevard between the freeway and Fremont Avenue by 10,000 to 12,000 vehicles per day but natural growth and an increase because Valley Boulevard is a perpendicular route to the freeway will offset this loss. Traffic volumes on Valley Boulevard between Fremont Avenue and Atlantic Avenue are expected to increase by ten percent because of the freeway extension.
10. Extension of the Long Beach Freeway is expected to increase traffic volumes by five percent on Mission Road between the freeway and Atlantic Boulevard.

11. Proposed ramp metering along the San Bernardino Freeway is expected to have a minor impact on Valley Boulevard and Mission Road traffic.
12. Extension of the Long Beach Freeway is expected to increase traffic volumes by ten percent on Main Street between Huntington Drive and Atlantic Boulevard.
13. Future traffic volumes without any street improvements would cause 18 intersections to operate at LOS E or F.
14. Future traffic volumes with recommended improvements on the major arterial highways would reduce the number of intersections operating at LOS E or F from 18 to 8.
15. The two intersections that would operate at LOS F with future traffic volumes require improvements within the City of Monterey Park.
16. The proposed circulation system includes removing the portion of Almansor Street between Corto Street and Mission Road from the system; upgrading Chapel Avenue from a Collector to a Secondary Arterial between Valley Boulevard and Alhambra Road; and extending Marguerita Avenue as a Collector between Mission Road and Valley Boulevard.

X. NOISE ELEMENT BACKGROUND REPORT

GLOSSARY

A-WEIGHTED SOUND LEVEL. The sound pressure level in decibels as measured on a sound level meter using the A-Weighted filter network. The A-Weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear.

AMBIENT NOISE LEVEL. The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

COMMUNITY NOISE EQUIVALENT LEVEL (CNEL). The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m. represents the daily energy noise exposure averaged on an annual basis.

DAY-NIGHT AVERAGE LEVEL (LDN). The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m. represents the daily energy noise exposure averaged on an annual basis.

DECIBEL (dB). A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dBA. A-weighted sound level (see definition above).

EQUAL NOISINESS ZONES. Defined areas or regions of a community wherein the ambient noise levels are generally similar (within the range of 5 dB). Typically, all sites within any given noise source will be of comparable proximity to major noise sources.

EQUIVALENT SOUND LEVEL (LEQ). The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period.

FREQUENCY. The number of times per second that a sound pressure signal oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

INTRUSIVE NOISE. That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

L10. The A-Weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

NOISE. Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound..."

NOISE ATTENUATION. The ability of a material substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

NOISE EXPOSURE CONTOURS. Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and LDN are typical standards used for comparison.

NOISE REFERRAL ZONES. Such zones are defined as the area within the contour defining a LDN level exceeding 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and, in some cases, superseded local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB LDN or more will be evaluated on a project specific basis.

NOISE SENSITIVE LAND USE. Those specific land uses which have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources. Such human activity typically occurs daily for continuous periods of 24 hours or is of such a nature that noise is significantly disruptive to activities that occur for short periods. Specifically, noise sensitive land uses include: residences of all types, hospitals, rest homes, convalescent hospitals, places of worship, and schools.

SOUND LEVEL (NOISE LEVEL). The weighting sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

SOUND LEVEL METER. An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

ALHAMBRA NOISE ELEMENT

The State of California has mandated that each county and city prepare a Noise Element as part of its General Plan. Section 65302(g) of the California Government Code requires specifically:

"(g) A Noise Element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

Highways and freeways.

Primary arterials and major local streets.

Passenger and freight on-line railroad operations and ground rapid transit systems.

Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

Local industrial plants, including, but not limited to, railroad classification yards.

Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (LDN). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards."

The State Guidelines for Preparation and Content of Noise Elements of the General Plan indicates that the Noise Element should present the noise environment in terms of noise contours. For those areas identified as containing noise sensitive facilities, the noise environment is determined by monitoring. The purpose of the Appendix is to provide background and supporting information for the Alhambra Noise Element in determining the

noise environment within the City. The Appendix contains background information on noise, health effects of noise, noise assessment criteria, methodology, measurement and modeling results, and a bibliography.

1.0 BACKGROUND ON NOISE

1.1 Noise Definitions. Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the Decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud; and 20 dBA higher four times as loud; and so forth. Everyday sounds normally range from 30dB (very quiet) to 100 dB (very loud). Examples of various sound levels in different environments are shown in Figure 10.

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. This criteria is based on such known impacts of noise on people as hearing loss, speech interference, physiological responses and annoyance. Each of these potential noise impacts on people is briefly discussed in the following narratives:

HEARING LOSS is not a concern in community noise problems of this type. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments. Noise levels in neighborhoods, even in very noisy airport environs, is not sufficiently loud to cause hearing loss.

SPEECH INTERFERENCE is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level. Figure 11 depicts the impact of noise and speech interference.

PHYSIOLOGICAL RESPONSES are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are signs of harm.

ANNOYANCE is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability.

Sound Levels and Loudness of Illustrative Noises in Indoor and Outdoor Environments
(A-Scale Weighted Sound Levels¹)

dB(A) ²	OVER-ALL LEVEL (Sound Pressure Level Approx. 0.0002 Microbar)	COMMUNITY (Outdoor)	HOME OR INDUSTRY (Indoor)	LOUDNESS (Human Judgment of Different Sound Levels)
130		Military Jet Aircraft Take-Off With After-Burner From Aircraft Carrier @ 50 Ft. (130)	Oxygen Torch (121)*	120 dB(A) 32 Times As Loud
120	UNCOMFORTABLY LOUD	Turbo-Fan Aircraft @ Take-Off Power @ 200 Ft. (118)*	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times As Loud
110		Jet Flyover @ 1000 Ft. (103) Boeing 707, DC-8 @ 6080 Ft. Before Landing (106) ³ Bell J-2A Helicopter @ 100 Ft. (100)*		100 dB(A) 8 Times As Loud
100	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 Ft. Before Landing (97) ³ Motorcycle @ 25 Ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times As Loud
90		Car Wash @ 20 Ft. (89) ⁴ Prop. Plane Flyover @ 1000 Ft. (88) Diesel Truck, 40 MPH @ 50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times As Loud
80	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. from Pavement Edge, 10 A.M. (76±6) ⁵	Living Room Music (76) TV-Audio, Vacuum Cleaner (70)	70 dB(A)
70		Air Conditioning Unit @ 100 Ft. (60)	Cash Register @ 10 Ft. (65-70) ⁶ Electric Typewriter @ 10 Ft. (64) ⁷ Dishwasher (Rinse) @ 10 Ft. (60) ⁷ Conversation (60)	60 dB(A) $\frac{1}{2}$ As Loud
60	QUIET	Large Transformers @ 100 Ft. (50)		50 dB(A) $\frac{1}{4}$ As Loud
50		Bird Calls (44) ⁸ Lower Limit, Urban Ambient Sound (40)		40 dB(A) $\frac{1}{8}$ As Loud
40	JUST AUDIBLE	[dB(A) Scale Interrupted]		
0	THRESHOLD OF HEARING			

PRIMARY SOURCE: Cohen, Alexander; Anticaglia, Joseph R.; Jones, Herbert H., "Noise Induced Hearing Loss—Exposures to Steady-State Noise," Paper Presented at the American Medical Association Sixth Congress on Environmental Health, Chicago, Ill., 28-29 April 1969, Figure 1, p. 9, mimeo.

- 1 "Percentage distributions of observed A-Scale readings taken from 5-minute tape-recorded samples of the noise . . . Weighing the different A-Scale levels found in such 5-minute time samples by the percentage of their on-time yielded equivalent continuous noise level values for the different equipment," p. 3.
- 2 This logarithmic scale is not shown as such graphically. Each increase of 10 dB means a tenfold increase in sound intensity or pressure, and an approximate doubling of the "noisiness" to average human ears and nervous system, as shown in the righthand column.

3 "Unless otherwise specified, listed sound levels are measured at typical operator-listener distances from [noise] source." Figures in parenthesis after noise source are dB(A), decibels measured on the A-Scale," which emphasizes the sounds in the 1000-4000 Hz range, and is based approximately on the measured aural response (Richard C. Potter).

- 4 Kryter, bibliography reference No. 51.
- 5 *Business Week*, 7 February 1970, p. 44. Assumes 12dB difference between Effective Perceived Noise Decibels and dB(A).¹⁴⁹
- 6 Veneklasen, Paul S., Personal Communication, 10 March 1969, p. 1.
- 7 Sound meter reading by senior author.

Figure 10
Illustrative Noise Environments



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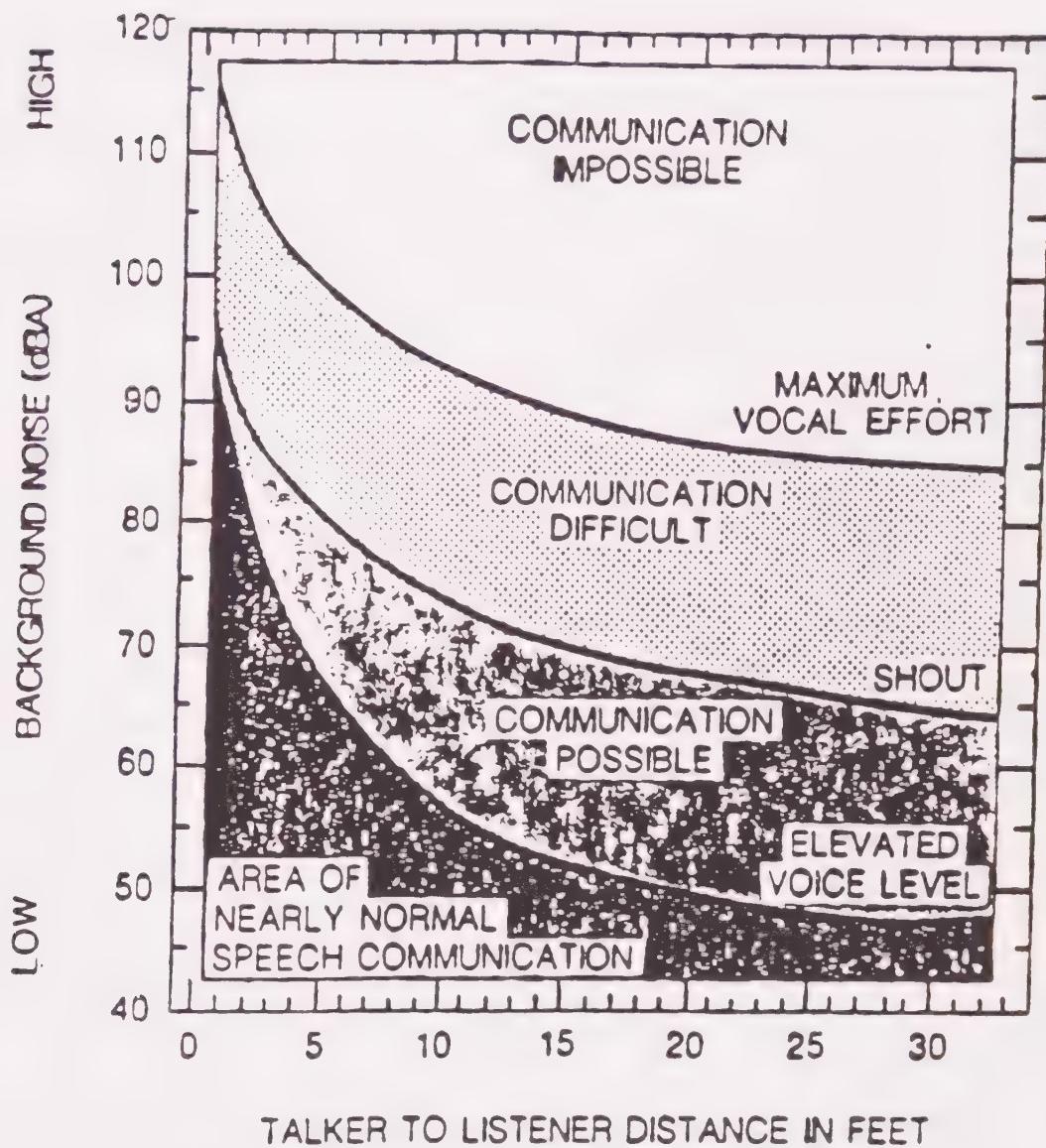


Figure 11
Effects of Noise
on Speech Interference



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1.2 Noise Metrics and Assessment Criteria. Community noise is generally not steady state and varies with time. Under conditions of non-steady state noise, some type of statistical metric is necessary in order to quantify human response to noise. Several rating scales have been developed for the analysis of adverse effects of community noise on people. They are designed to account for the above known effects of noise on people.

Based on these effects, the observation has been made that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. Upon this cumulative impact of noise, a number of noise scales have been developed. These scales are: the Equivalent Noise Level (LEQ), the Day-Night Noise Level (LDN), and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs.

LEQ is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 20 minutes, 1 hour or 24 hours.

LDN is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 p.m. to 7 a.m.) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of the day.

CNEL is similar to the LDN scale except that it includes a 3 dBA penalty for events that occur during the evening (7 p.m. to 10 p.m.) time period. Either LDN or CNEL may be specified to assume community noise impacts within the Noise Element.

The public reaction to different noise levels varies from community to community. Extensive research has been conducted on human responses to exposure of different levels of noise. Figure 12 relates LDN noise levels to community response from some of these surveys. Community noise standards are derived from tradeoffs between community response surveys, such as this, and economic considerations for achieving these levels.

Intermittent or occasional noises such as those associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the LDN scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). The Percent Noise Level is the level exceeded X% of the time during the measurement period. Examples of various noise environments in terms of the Percent Noise Levels are shown in Figure 13.

Noise Ordinances are typically specified in terms of the percent noise levels. Ordinances are designed to protect adjacent land uses from non-transportation related noise sources such as music, machinery equipment and vehicular traffic on private property. Noise Ordinances do not apply to motor vehicle noise on

COMMUNITY REACTION

VIGOROUS COMMUNITY ACTION

SEVERAL THREATS OF LEGAL ACTION, OR STRONG APPEALS TO LOCAL OFFICIALS TO STOP NOISE

WIDESPREAD COMPLAINTS OR SINGLE THREAT OF LEGAL ACTION

SPORADIC COMPLAINTS

NO REACTION, ALTHOUGH NOISE IS GENERALLY NOTICEABLE

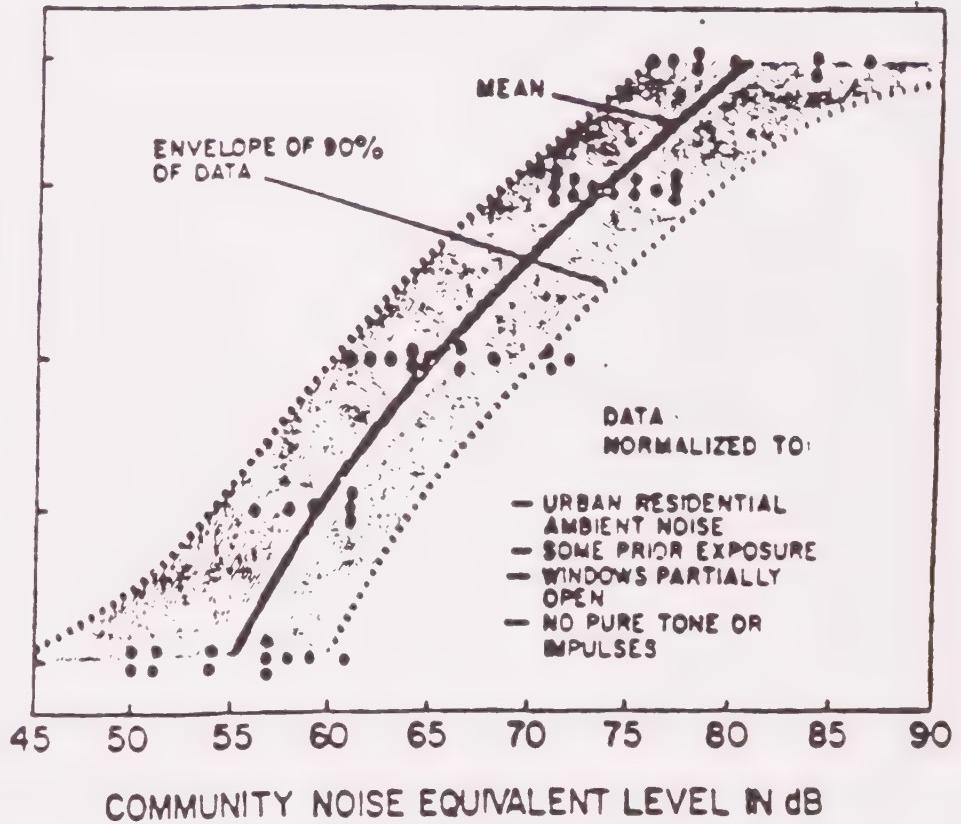
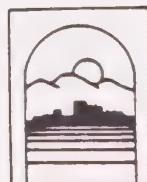
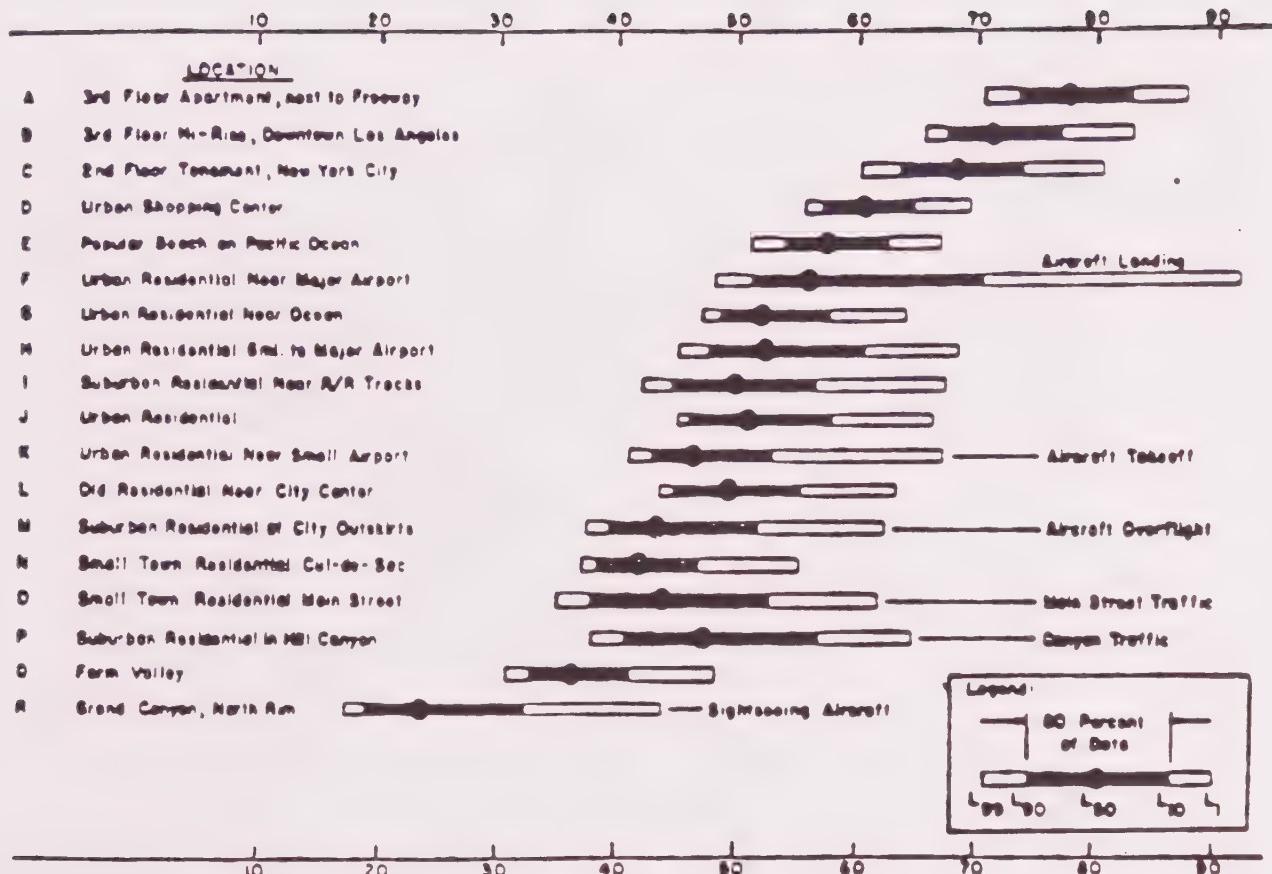


Figure 12
Community Reaction Surveys



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SOURCE: Community Noise, EPA, 1971

Figure 13
Examples of Daytime Outdoor Noise Levels



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surface streets or other transportation related noise sources that are superseded by the State or federal government. A Noise Ordinance is designed to protect quiet residential areas from stationary and non-transportation noise sources.

1.3 Noise/Land Use Compatibility Guidelines The purpose of this section is to present information regarding the compatibility of various land uses with environmental noise. It is from these guidelines and standards, that the City of Alhambra Noise Criteria and Standards have been developed. Noise/Land use guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute and the State of California. These guidelines, presented in the following paragraphs, are all based upon cumulative noise criteria such as LEQ, LDN or CNEL.

ENVIRONMENTAL PROTECTION AGENCY In March 1974 the EPA published a very important document entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74-004). Figure 14 presents a table of land uses and requisite noise levels. In this table, 55 LDN is described as the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. The EPA "levels ddocument" does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) has adopted and published noise abatement criteria for highway construction projects. The noise abatement criteria specified by the FHWA are presented in Figure 15 in terms of the maximum one hour Noise Equivalent Level (LEQ). The FHWA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 LEQ and an interior goal for residences of 52 LEQ. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

STATE OF CALIFORNIA The State of California requires each City and County to adopt Noise Elements of their General Plans. Such Noise Elements must contain a Noise/Land compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Element of the General Plan" (Office of Noise Control, California Department of Health, February 1976.) Figure 16 presents this recommended matrix.

	Measure	Indoor Activity Inter- ference	Hearing Loss Considera- tion	To Protect Against Both Ef- fects (b)	Outdoor Activity Inter- ference	Hearing Loss Considera- tion	To Protect Against Both Ef- fects (b)
Residential with Out- side Space and Farm Residences	Ldn L _{eq} (24)	45 70		45	55 70		55
Residential with No Outside Space	Ldn L _{eq} (24)	45 70		45			
Commercial	L _{eq} (24)	(a) 70		70(c) (a)	70	70(c)	
Inside Transportation	L _{eq} (24)	(a) 70		(a)			
Industrial	L _{eq} (24)(d)	(a) 70		70(c) (a)	70	70(c)	
Hospitals	Ldn L _{eq} (24)	45 70		45	55 70		55
Educational	L _{eq} (24) L _{eq} (24)(d)	45 70		45 70	55 70		55
Recreational Areas	L _{eq} (24)	(a) 70		70(c) (a)	70	70(c)	
Farm Land and General Unpopulated Land	L _{eq} (24)				(a) 70	70(c)	

Code

- a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity. (See Figure D-2 for noise levels as a function of distance which allow satisfactory communication.)
- b. Based on lowest level.
- c. Based only on hearing loss
- d. An L_{eq}(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an L_{eq} of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

*Refers to energy rather than arithmetic averages.

Figure 14
Environmental Protection
Agency Guidelines

SOURCE: EPA



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ACTIVITY CATEGORY	DESIGN NOISE LEVEL -LEQ	DESCRIPTION OF ACTIVITY CATEGORY
A	57 (exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (exterior)	Developed lands, properties or activities not included in Category A or B above.
D	-	For requirements of undeveloped lands see FHWA PPM 773.
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Figure 15
FHWA
Noise Abatement Criteria



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2.0 METHODOLOGY

The noise environment in Alhambra was determined through the employment of a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models. The noise environment is commonly depicted in terms of lines of equal noise levels, or noise contours. The following paragraphs detail the methodology used in the measurement survey and computer modeling of these results into noise contours.

2.1 Measurement Procedure. Twenty four sites were selected for measurement of the noise environment in Alhambra. A review of noise complaints and identification of major noise sources in the community provided the initial base for development of the community noise survey. The measurement locations were selected on the basis of proximity to major noise sources and noise sensitivity of the land use. The measurement locations are depicted in Figure 17.

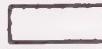
The noise measurement survey utilized Digital Acoustics Model 607P Version 3 automated digital noise data acquisition system. This instrument automatically calculates both the Equivalent Noise Level (LEQ) and Percent Noise Level (L%) for any specific time period. The noise monitors were equipped with General Radio Model 1962-9610 1/2 inch electret microphones and General Radio Type 9600 preamplifiers. The system was calibrated with a General Radio Model 1562-9710 (S/N 889) calibrator with calibration traceable to the National Bureau of Standards. Calibration for the calibrator is certified through the duration of the measurements by General Radio with certification number RN5619. This measurement system satisfies the ANSI (American National Standards Institute) Standards 1.4 for Type 1 precision noise measurement instrumentation.

2.2 Computer Modeling.

The traffic noise levels projected in the Noise Element were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ noise level. A computer code has been written which computes equivalent noise levels for each of the time periods used in the LDN. Weighting these noise levels and summing them results in the LDN for the traffic projections used. The traffic data used to project these noise levels are derived from the Circulation Element for the City. The traffic mixes and time distributions are presented in Table 39. The traffic mix data for the arterials is based on measurements for roadways in Southern California and are considered typical for arterials in this area. The traffic mix for the freeways are derived from CalTrans data specific for each freeway.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE Ldn OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL - MULTI. FAMILY						
TRANSIENT LODGING - MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

INTERPRETATION



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



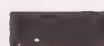
NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CONDITIONALLY ACCEPTABLE

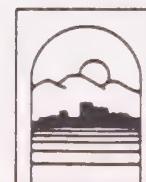
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Figure 16
Land Use Compatibility
for Community Noise
Environments



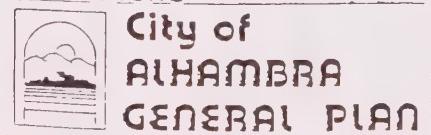
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Legend

X Location Number



Figure 17
Noise Measurement
Locations



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TABLE 39

TRAFFIC MIX FOR ARTERIALS AND FREEWAYS
FOR EXISTING AND FUTURE CONDITIONS

VEHICLE TYPE	PERCENT OF AVERAGE DAILY TRIPS					
	ARTERIALS		I-10 FREEWAY		SR-7 FREEWAY	
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
Automobile	88.08	9.34	83.52	9.28	86.04	9.56
Medium Truck	1.65	0.19	3.89	0.43	2.77	0.31
Heavy Truck	0.66	0.08	2.59	0.29	1.19	0.13

The noise exposure from railroad operations is derived from the Wyle model "Assessment of Noise Environments Around Railroad Operations" (Wyle Laboratory Report WCR 73-5, July 1973). Evaluation of the noise environment resulting from train operations may be segregated into two categories, the noise from the power plant (locomotive) and the noise produced by rolling stock (individual rail cars). The noise from the locomotives (diesel) results primarily from the engine exhaust with contributions from the vibration of structural components of the unit. The noise from individual rail cars is produced by the wheel/rail interaction and the vibration of wheel assemblies. Data inputs to the model include: velocity, number of cars per train, number of trains, time distribution of these trains, and grade of track. From this input data, LDN noise levels at various distances from the rail line can be computed. Data on railroad operations were obtained from the public relations office of the Southern Pacific Railroad Company. Staff indicated that the line was used for freight train operations. Railroad operational assumptions estimated by the Southern Pacific Railroad Company, are summarized below:

FREIGHT TRAIN ASSUMPTIONS:

1. 8 operations per day.
2. 5 daytime and 3 nighttime.
3. Freight trains average 80 cars per train.
4. Average speed is 50 MPH.

3.0 RESULTS

3.1 Measurement Results. The noise measurement program was conducted from January 18, 1985 to January 25, 1986 at twenty four locations throughout the City. The results of the ambient noise measurements at each site are depicted in Table 40. These figures also depict the date and time of the measurement and the primary noise source affecting the noise environment. Each site was monitored for a minimum of 20 minutes. The quantities measured were the Equivalent Noise Level (LEQ) and the Percent Noise Levels (L%). Percent Noise Levels are another method of characterizing ambient noise where, for example,

)
L90 is the noise level exceeded 90 percent of the time, L50 is the level exceeded 50 percent, and L10 is the level exceeded 10 percent of the time. L90 represents the background or minimum noise level, L50 represents the average noise level, and L10 the peak or intrusive noise levels.

)
3.2 Noise Contours. The existing and future noise levels in the City were established in terms of the LDN indices by modeling all of the noise sources for the current traffic and speed characteristics. These results were presented on the contour maps contained within the Noise Element. The results are depicted in tabularized format in Tables 40 and 41 for existing conditions. The distances to the LDN contours for the roadways in the vicinity of the project are given in these tables. These represent the distance from the centerline of the road or railroad to the contour value shown. Note that these tables do not include the mitigating effect of the existing noise barriers. The noise contour figures in the Noise Element include the mitigating effects of the noise barriers along the San Bernardino Freeway and the lowering of the railroad tracks through the City.

TABLE 40
NOISE MEASUREMENT RESULTS

SITE 1

LOCATION: Mark Keppel High School

DATE: January 25 TIME: 2:57 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
72.7	81	75	72	69

PRIMARY NOISE SOURCES:

1. Traffic on I-10 Fwy
2. Traffic leaving High School

COMMENTS:

Measured 100 ft from Fwy.
Adjacent to noise barrier.

SITE 3

LOCATION: Residential near existing helipad

DATE: Jan 23 TIME: 12:00 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
60.3	81	63	56	52

PRIMARY NOISE SOURCES:

1. Traffic on Fremont

COMMENTS:

No helicopter operations measured.

SITE 5

LOCATION: Residential near I-10 Fwy

DATE: Jan 25 TIME: 2:31 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
63.6	78	66	59	57

PRIMARY NOISE SOURCES:

1. Freeway traffic on I-10
2. Barking Dogs

COMMENTS:

First row of homes partially shields fwy noise

SITE 2

LOCATION: Alahmbra Community Hospital

DATE: Jan 18 TIME: 5:14 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
55.3	68	58	53	49

PRIMARY NOISE SOURCES:

1. Traffic leaving Hospital
2. Traffic on Raymond

COMMENTS:

Measured 110 ft. from Raymond.

SITE 4

LOCATION: Residential near proposed helipad

DATE: Jan 18 TIME: 3:47 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
57.8	73	60	51	48

PRIMARY NOISE SOURCES:

1. Traffic on Elm

COMMENTS:

Measured 22 ft. from Elm

SITE 6

LOCATION: Winchester Avenue

DATE: Jan 18 TIME: 4:18 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
53.7	70	56	48	44

PRIMARY NOISE SOURCES:

1. Traffic on Winchester

COMMENTS:

Measured 30 ft. from Winchester
Single Family residential

TABLE 40 (continued)
NOISE MEASUREMENT RESULTS

SITE 7

LOCATION: Residential near Long Beach Fwy

DATE: Jan 23

TIME: 12:53 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
55.3	70	59	46	42

PRIMARY NOISE SOURCES:

1. Traffic on Viscount and Charrwood
2. Traffic on SR 71

COMMENTS:

Measured 30 ft. from Viscount

SITE 9

LOCATION: Mission and SP Railroad

DATE: Jan 25

TIME: 11:42 a.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
64.9	81	67	61	54

PRIMARY NOISE SOURCES:

1. Freight train
2. Gardener

COMMENTS:

Measured 150 ft. from railroad.

SITE 11

LOCATION: Residential along Atlantic

DATE: Jan 23

TIME: 11:18 a.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
69.4	85	72	67	58

PRIMARY NOISE SOURCES:

1. Traffic on Atlantic
2. Traffic on I-10

COMMENTS:

Measured 40 ft. from Atlantic

SITE 8

LOCATION: Mission and SP Railroad

DATE: Jan 25

TIME: 1:27 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
61.9	83	63	57	50

PRIMARY NOISE SOURCES:

1. Traffic on Mission
2. Traffic on Second Street

COMMENTS:

No trains were measured.

SITE 10

LOCATION: Emery Park

DATE: Jan 18

TIME: 4:44 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
61.2	80	63	57	53

PRIMARY NOISE SOURCES:

1. Children playing in park
2. Noise from light industry

COMMENTS:

Park near industrial area

SITE 12

LOCATION: Residential along Garfield

DATE: Jan 25

TIME: 5:08 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
65.9	86	68	63	57

PRIMARY NOISE SOURCES:

1. Traffic from Garfield

COMMENTS:

Measured 50 ft. from Garfield

TABLE 40 (continued)
NOISE MEASUREMENT RESULTS

SITE 13

LOCATION: Central Business District

DATE: Jan 18 TIME: 6:09 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
55.7	66	58	53	49

PRIMARY NOISE SOURCES:

1. Traffic on Monterey

COMMENTS:

Measured 65 ft from Monterey

SITE 15

LOCATION: Alhambra Park

DATE: Jan 18 TIME: 3:17 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
57.5	71	61	53	47

PRIMARY NOISE SOURCES:

1. Activities within the Park
2. Traffic on Raymond

COMMENTS:

Measured 30 ft. into Park

SITE 17

LOCATION: Fremont Elementary School

DATE: Jan 23 TIME: 1:18 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
65.6	75	67	64	61

PRIMARY NOISE SOURCES:

1. Traffic on Hellman
2. Freeway traffic on I-10

COMMENTS:

Measured 190 ft. from I-10
Break in noise barrier

SITE 14

LOCATION: Vine Street Residential

DATE: Jan 18 TIME: 3:17 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
57.5	71	61	53	47

PRIMARY NOISE SOURCES:

1. Activity in Park
2. Traffic on Raymond

COMMENTS:

Measured 30 ft. from Raymond

SITE 16

LOCATION: Almansor Park

DATE: Jan 25 TIME: 12:28 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
54.9	66	57	53	48

PRIMARY NOISE SOURCES:

1. Park activity
2. Traffic on Almansor

COMMENTS:

Measured 120 ft. from Almansor

SITE 18

LOCATION: Northrop Elementary School

DATE: Jan 18 TIME: 5:40 p.m.

MEASURED VALUES (dBA)

LEQ	L _{max}	L ₁₀	L ₅₀	L ₉₀
63.2	73	66	61	55

PRIMARY NOISE SOURCES:

1. Traffic on Atlantic

COMMENTS:

Measured 85 ft. from Atlantic

TABLE 40 (continued)
NOISE MEASUREMENT RESULTS

SITE 19

LOCATION: Corner of Cynthia and Hidalgo

DATE: Jan 25 TIME: 12:58 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
59.1	81	59	48	42

PRIMARY NOISE SOURCES:

1. Traffic on Cynthia and Hidalgo
- 2 Dog barking

COMMENTS:

Single family residential

SITE 21

LOCATION: Residential along I-10 Freeway

DATE: Jan 23 TIME: 2:35 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
57.4	71	59	56	54

PRIMARY NOISE SOURCES:

1. Traffic on Ramona
- 2 Freeway Traffic on I-10

COMMENTS:

Behind freeway noise barrier

SITE 23

LOCATION: Residential along I-10 Freeway

DATE: Jan 23 TIME: 1:44 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
58.8	76	60	56	53

PRIMARY NOISE SOURCES:

1. Traffic on Ramona
- 2 Freeway traffic on I-10

COMMENTS:

Measured 25 ft. from Date
180 ft. from Ramona
Behind freeway noise barrier

SITE 20

LOCATION: Siwanoy off of Hathaway

DATE: Jan 25 TIME: 3:28 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
49.4	65	52	46	42

PRIMARY NOISE SOURCES:

1. Traffic from I-10 freeway

COMMENTS:

Single family residential

SITE 22

LOCATION: Corner of Sierra Vista and Adams

DATE: Jan 25 TIME: 1:57 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
58	73	61	50	44

PRIMARY NOISE SOURCES:

1. Traffic on Sierra Vista

COMMENTS:

Measured 25 ft. from Sierra Vista.
In front of residential.

SITE 24

LOCATION: Ramona Convent

DATE: Jan 23 TIME: 2:09 p.m.

MEASURED VALUES (dBA)

LEQ	Lmax	L10	L50	L90
60.3	67	61	59	58

PRIMARY NOISE SOURCES:

1. Traffic on Ramona
- 2 Freeway traffic on I-10

COMMENTS:

Measured 90 ft from Ramona
Behind freeway noise barrier.

TABLE 41

LDN NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO LDN CONTOUR FROM ROADWAY CENTERLINE (FEET)		
			60-LDN	65-LDN	70-LDN
FREMONT AVENUE					
Garvey to Carlos	10,000	45	140	65	30
Carlos to I-10	15,000	45	183	85	40
I-10 to Ross	21,000	45	229	106	49
Ross to Valley	23,000	45	244	113	52
Valley to Mission	33,000	45	309	144	67
Mission to Commonwealth	25,000	45	258	119	55
Commonwealth to Main	26,000	45	264	123	57
Main to Alhambra	19,000	45	215	100	46
MARENGO AVENUE					
Valley to Mission	9,000	40	107	50	23
Mission to Commonwealth	9,000	40	107	50	23
Commonwealth to Main	7,000	40	91	42	20
Main to Alhambra	5,000	40	73	34	*
ATLANTIC BOULEVARD					
I-10 to Valley	42,000	45	364	169	78
Valley to Mission	31,000	45	297	138	64
Mission to Main	26,000	45	264	122	57
Main to Alhambra	22,000	45	237	110	60
Alhambra to Huntington	19,000	45	214	99	46
GARFIELD AVENUE					
I-10 to Valley	36,000	45	328	152	71
Valley to Mission	30,000	45	291	135	63
Mission to Main	24,000	45	251	116	54
Main to Huntington	16,000	45	191	89	41
NEW AVENUE					
Hellman to Valley	18,000	40	170	79	38
RAMONA STREET					
Valley to Mission	13,000	40	137	64	30

*Denotes contour does not extend past roadway edge.

TABLE 41 (continued)

LDN NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO LDN CONTOUR FROM ROADWAY CENTERLINE (FEET)		
			60-LDN	65-LDN	70-LDN
ALHAMBRA					
Fremont to Primrose	6,000	40	82	38	*
Primrose to Raymond	9,000	40	107	50	23
Raymond to Atlantic	9,000	40	107	50	23
Atlantic to Garfield	7,000	40	91	42	*
Garfield to Granada	7,000	40	91	42	*
MAIN STREET					
Huntington to Fremont	10,000	45	140	65	30
Fremont to Marengo	11,000	45	149	69	32
Marengo to Atlantic	16,000	45	191	89	41
Atlantic to Garfield	19,000	45	215	99	46
Garfield to Granada	21,000	45	229	106	49
East of Granada	23,000	45	244	113	53
COMMONWEALTH AVENUE					
Fremont to Marengo	8,000	40	99	46	21
Marengo to Atlantic	9,000	40	107	50	23
Atlantic to Garfield	7,000	40	91	42	*
Garfield to Chapel	3,000	40	57	24	11
MISSION ROAD					
West of Fremont	12,000	45	160	73	34
Fremont to Marengo	14,000	45			
Marengo to Atlantic	15,000	45	183	85	39
Atlantic to Sixth	17,000	45	199	92	43
Sixth to Garfield	18,000	45			
Garfield to Chapel	20,000	45	222	103	48
Chapel to Almansor	22,000	45	237	110	51
Almansor to Ramona	21,000	45	229	106	49
VALLEY BOULEVARD					
SR-7 to Fremont	31,000	45	297	138	64
Fremont to Atlantic	23,000	45	244	113	53
Atlantic to Garfield	22,000	45	236	110	51
Garfield to Almansor	23,000	45	244	113	52
Almansor to New	25,000	45	258	119	56

*Denotes contour does not extend past roadway edge.

TABLE 41 (continued)

LDN NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO LDN CONTOUR		
			FROM ROADWAY CENTERLINE (FEET)	60-LDN	65-LDN
ALHAMBRA					
Fremont to Primrose	6,000	40	82	38	*
Primrose to Raymond	9,000	40	107	50	23
Raymond to Atlantic	9,000	40	107	50	23
Atlantic to Garfield	7,000	40	91	42	*
Garfield to Granada	7,000	40	91	42	*
MAIN STREET					
Huntington to Fremont	10,000	45	140	65	30
Fremont to Marengo	11,000	45	149	69	32
Marengo to Atlantic	16,000	45	191	89	41
Atlantic to Garfield	19,000	45	215	99	46
Garfield to Granada	21,000	45	229	106	49
East of Granada	23,000	45	244	113	53
COMMONWEALTH AVENUE					
Fremont to Marengo	8,000	40	99	46	21
Marengo to Atlantic	9,000	40	107	50	23
Atlantic to Garfield	7,000	40	91	42	*
Garfield to Chapel	3,000	40	57	24	11
MISSION ROAD					
West of Fremont	12,000	45	160	73	34
Fremont to Marengo	14,000	45	183	85	39
Marengo to Atlantic	15,000	45	199	92	43
Atlantic to Sixth	17,000	45	222	103	48
Sixth to Garfield	18,000	45	237	110	51
Garfield to Chapel	20,000	45	229	106	49
Chapel to Almansor	22,000	45	258	138	64
Almansor to Ramona	21,000	45	244	113	53
VALLEY BOULEVARD					
SR-7 to Fremont	31,000	45	297	110	51
Fremont to Atlantic	23,000	45	244	113	52
Atlantic to Garfield	22,000	45	236	113	52
Garfield to Almansor	23,000	45	244	119	56
Almansor to New	25,000	45	258	119	56

*Denotes contour does not extend past roadway edge.

TABLE 41 (continued)

LDN NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO LDN CONTOUR FROM ROADWAY CENTERLINE (FEET)		
			60-LDN	65-LDN	70-LDN
GARVEY AVENUE SR-7 to Atlantic	11,000	45	149	69	32
SAN BERNARDINO FREEWAY (unmitigated)	164,000	55	1786	829	385
LONG BEACH FREEWAY (unmitigated)	38,500	55	554	257	119
SOUTHERN PACIFIC RAILROAD (unmitigated)			435	240	115
FREEMONT AVENUE					
Garvey to Carlos	12,000	45	158	73	34
Carlos to I-10	19,000	45	215	100	46
I-10 to Ross	25,000	45	258	119	56
Ross to Valley	24,000	45	251	116	54
Valley to Mission	24,000	45	251	116	54
Mission to Commonwealth	21,000	45	229	106	49
Commonwealth to Main	19,000	45	215	100	46
Main to Alhambra	13,000	45	166	77	36
MARENGO AVENUE					
Valley to Mission	10,000	40	115	53	25
Mission to Commonwealth	11,000	40	123	57	27
Commonwealth to Main	8,000	40	99	46	21
Main to Alhambra	5,000	40	73	34	*
ATLANTIC BOULEVARD					
I-10 to Valley	48,000	45	398	185	86
Valley to Mission	32,000	45	304	150	65
Mission to Main	27,000	45	271	126	58
Main to Alhambra	21,000	45	229	106	49
Alhambra to Huntington	20,000	45	221	103	48

*Denotes contour does not extend past roadway edge.

TABLE 41 (Continued)
LDN NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO LDN CONTOUR FROM ROADWAY CENTERLINE (FEET)		
			60-LDN	65-LDN	70-LDN
GARFIELD AVENUE					
I-10 to Valley	44,000	45	375	174	81
Valley to Mission	32,000	45	304	141	65
Mission to Main	26,000	45	264	123	57
Main to Huntington	21,000	45	229	106	49
NEW AVENUE					
Hellman to Valley	19,000	40	177	82	38
RAMONA STREET					
Valley to Mission	14,000	40	144	67	31
ALHAMBRA ROAD					
Fremont to Primrose	7,000	40	91	42	*
Primrose to Raymond	10,000	40	115	53	25
Raymond to Atlantic	10,000	40	115	53	25
Atlantic to Garfield	8,000	40	99	46	21
Garfield to Grandada	8,000	40	99	46	21
East of Granada	4,000	40	63	29	*
MAIN STREET					
Huntington to Fremont	12,000	45	158	73	34
Fremont to Marengo	17,000	45	199	92	43
Marengo to Atlantic	23,000	45	244	113	52
Atlantic to Garfield	25,000	45	258	120	56
Garfield to Grandada	26,000	45	264	123	57
East of Granada	28,000	45	278	129	60
COMMONWEALTH AVENUE					
Fremont to Marengo	9,000	40	107	50	23
Marengo to Atlantic	10,000	40	115	54	25
Atlantic to Garfield	7,000	40	91	42	*
Garfield to Chapel	3,000	40	51	24	*

*Denotes contour does not extend past roadway edge.

TABLE 41 (continued)

LDN NOISE LEVELS FOR EXISTING
TRAFFIC CONDITIONS

ROADWAY SEGMENT	TRAFFIC VOLUME	SPEED (mph)	DISTANCE TO LDN CONTOUR FROM ROADWAY CENTERLINE (FEET)		
			60-LDN	65-LDN	70-LDN
MISSION ROAD					
West of Fremont	15,000	45	183	85	39
Fremont to Marengo	18,000	45			
Marengo to Atlantic	19,000	45	215	100	46
Atlantic to Sixth	20,000	45	223	103	48
Sixth to Garfield	22,000	45	237	110	51
Garfield to Chapel	24,000	45	251	116	54
Chapel to Almansor	26,000	45	264	123	57
Almansor to Ramona	25,000	45	258	119	56
VALLEY BOULEVARD					
SR-7 to Fremont	32,000	45	304	141	65
Fremont to Atlantic	30,000	45	291	135	63
Atlantic to Garfield	30,000	45	291	135	63
Garfield to New	30,000	45	291	135	63
GARVEY AVENUE					
SR-7 to Atlantic	11,000	45	149	69	32
SAN BERNARDINO FREEWAY					
(unmitigated)	180,000	55	2038	946	439
LONG BEACH FREEWAY					
(unmitigated)	145,000	55	1341	622	289
SOUTHERN PACIFIC RAILROAD					
(unmitigated)			435	240	115

*Denotes contour does not extend past roadway edge.

CITY OF ALHAMBRA

GENERAL PLAN

APPENDIX B

FINAL ENVIRONMENTAL IMPACT REPORT

OCTOBER, 1986

Prepared by:

Cotton/Beland/Associates, Inc.
1028 North Lake Avenue, Suite 107
Pasadena, California 91104

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) This document is the Final Environmental Impact Report (FEIR) for the City of Alhambra General Plan. Adding a new cover page and comments and responses to the existing draft constitutes a Final EIR according to Section 15132 of the California Environmental Quality Act Guidelines.

The Draft EIR was circulated to appropriate State and City agencies, as well as interested members of the community. Comments received regarding the contents of the draft, along with responses to those comments are contained in Section IX of this document. The EIR text is marked in the margin with the number of the comment that pertains to that portion of the EIR.

It should be noted that the population and housing unit estimates contained in the EIR are higher than those contained in the current General Plan. The estimated population for 2004 in the EIR is 93,400, while the estimated population in the General Plan for the same year is 84,600, which is 10% less than the EIR population estimate. This discrepancy is due to the fact that acreages for the General Plan land use designations were further adjusted after the EIR had been prepared.

Therefore, the analysis contained in the EIR indicates a greater magnitude of impact than could be expected and can be considered to be a "worst case" analysis. The circulation period for the Draft EIR began January 13, 1986 and ended February 27, 1986.

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I. INTRODUCTION

This Environmental Impact Report has been prepared in accordance with the State's adopted "Guidelines for Implementation of the California Environmental Quality Act". In accordance with CEQA Section #15166(a)(2) it is "...a special section ...identifying where the general plan document addresses each of the points required." The EIR also includes a textual discussion of certain environmental factors to clarify their relationship with environmental concerns required by the CEQA Guidelines. In addition, there is an expanded discussion of several environmental factors not fully covered in the general plan document. This EIR adopts by reference the entire City of Alhambra Draft General Plan, March 1985, including the Appendix A "Background Report".

Relevant reports and other reference materials from which data or conclusions contained in this document have been drawn are listed in Section VII "References".

The State's adopted EIR Guidelines require that each EIR must contain certain areas of description and analysis. The following lists areas of particular importance and the corresponding sections in this EIR:

Required Description and Analysis	Section of EIR
1. <u>Summary</u> (Section 15123 of Guidelines)	II
2. <u>Description of Project</u> (Section 15124 of Guidelines)	III
3. <u>Description of Environmental Setting</u> (Section 15125 of Guidelines)	IV
4. <u>Environmental Impact</u> (Sections 15126 and 15143) a. Significant Environmental Effects b. Effects Which Cannot be Avoided c. Mitigation Measures	IV
5. <u>Alternatives to the Proposed Action</u> (Section 15126 of Guidelines)	V
6. <u>The Relationship Between Local Short-Term Uses of Man's Environment and Long-Term Productivity</u> (Section 15126 of Guidelines)	VI
7. <u>Significant Irreversible Environmental Changes</u> (Section 15126 of Guidelines)	VI
8. <u>Growth-Inducing Impacts</u> (Section 15126 of Guidelines)	VI

The list which follows summarizes the location in the various General Plan Elements of environmental factors which must be addressed to meet CEQA requirements.

note: GP = General Plan

A - Appendix A, Background Report

1. Earth (geology, soils, erosion, seismic)

- G.P. Environmental Management Element, (sec. 5.1.3, 5.3)
- G.P. Implementation Element (Items 7, 8)

2. Air (climate, air quality)

- G.P. Implementation Element (Item 6)

3. Water (runoff, absorption rates, ground water, flooding)

- G.P. Land Use Element (sec. 2.2.2)
- G.P. Environmental Management Element (sec. 4.2.3, 5.1.4, 5.3.2)

4. Plant Life (native plant life, agriculture)

- G. P. Environmental Management Element (sec. 5.1.2)

5. Animal Life (native animal life, introduced species)

- G.P. Environmental Management Element (sec. 5.2.2.)

6. Noise (noise levels, exposure to severe noise)

- G.P. Noise Element (sec. 1.0, 2.0, 3.0, 4.0, 5.0, 6.0)
- A (sec. X Noise Element Background Report)

7. Light and Glare

- G.P. Environmental Management Element (sec. 4.3, 5.2.3)
- G.P. Implementation Element (Items 9-13)

8. Land Use (alterations to land use)

- G.P. Land Use Element, (sec. 1.0, 2.0, 3.0, 4.0)
- G.P. Environmental Management Element (5.1.1)
- G.P. Implementation Element (1.0, 2.0, Policy Area: Land Use pp. 5-10)
- A (sec. VI, sec VII, sec VIII)

9. Natural Resources (increase in use, depletion of)

- G.P. Environmental Management Element (sec. 2.1, 3.0, 4.1, 5.1)
- G.P. Implementation Element (Items 1, 2, 3)

10. Risk of Upset (hazardous substances, explosion, emergency plan)

- G.P. Environmental Management Element (sec. 2.3, 4.5, 5.3.3 - 5.3.6)
- G.P. Implementation Element (Items 17-20)

11. Population (location, distribution, growth rate, density)

- G.P. Land Use Element (sec. 2.2.3, 2.2.4, 4.3)
- G.P. Housing Element (sec. 5.1 - 5.3)
- A. (sec. II, sec. IV)

12. Housing (affect on existing, demand)

- G.P. Land Use Element (sec. 4.2.1, 4.3)
- G.P. Housing Element (sec. 1.0, 2.0, 3.0, 4.0, 5.0)

13. Transportation/Circulation (vehicular movement, facilities, hazards)

- G.P. Land Use Element (sec. 4.2.4)
- G.P. Circulation Element (sec. 1.0, 2.0, 3.0, 4.0, 5.0)
- G.P. Implementation Element (Item 8)
- A (sec. IX Circulation Element Background Report)

14. Public Services (fire, police, schools, maintenance and services)

- G.P. Land Use Element (sec. 2.2.1, 4.2.5)
- G.P. Environmental Management Element (sec. 5.3.5)
- G.P. Implementation Element (Items 21-23)
- A. (sec. II p. 10, sec. V p. 26)

15. Energy (use of fuel, demand)

- G.P. Implementation Element (Items 1, 2, 3)

16. Utilities (power, gas, communication, water, sewer, storm drain, solid waste)

- A (sec. V)

17. Human Health (hazards)

- G.P. Environmental Management Element (sec. 2.3, 3.3, 4.5, 5.3)
- G.P. Noise Element (sec. 1.0, 2.0, 3.0, 4.0, 5.0, 6.0)
- G.P. Implementation Element (Item 21)

18. Aesthetics (scenic views, aesthetically offensive sites)

- G.P. Environmental Management Element (sec. 4.3, 5.2.3)
- G.P. Implementation Element (Items 9-13)

19. Recreation (quality and quantity of facilities and programs)

- G.P. Land Use Element (sec. 4, 2, 6)
- G.P. Environmental Management Element (sec. 2.2, 4.4, 5.2)
- G.P. Implementation Element (Items 14-16, 23)

20. Cultural Resources (historic, archaeologic site, factors of cultural value)

- G.P. Environmental Management Element (sec. 2.2, 4.2.1, 5.2.3)
- G.P. Implementation Element (Items 4, 5)

II. SUMMARY

A. Project Location and Characteristics

The project is a General Plan for the City of Alhambra, a policy document to direct growth, development and redevelopment over the next twenty years. The City of Alhambra is located on the western edge of the San Gabriel Valley about five miles east of downtown Los Angeles. The General Plan proposes land use intensification in selected areas and projects an increase in population from 68,300 persons in 1984 to 93,400 persons in 2004.

B. Environmental Impacts

The environmental impacts anticipated with implementation of the General Plan result primarily from the Plan's proposals for land use intensification. The following briefly summarizes these impacts:

- ° Air Quality: Intensification of land uses will result in more people, traffic and air emissions. However, according to recommended South Coast Air Quality Management District criteria, the project impacts on air quality by the year 2000 are not expected to be significant due to improvements in emission controls and performance of newer cars. In addition, completion of the Long Beach Freeway will channel traffic away from the City, thereby generating less pollutants than the present case of stop and go traffic on City streets.
- ° Noise: The primary sources of noise in the City of Alhambra are motor vehicles and trains. With land use intensification and more traffic, noise levels are expected to increase through implementation of the General Plan. However, estimates of the increase in community noise exposure are not expected to be significant.
- ° Public Services: The increase in population proposed by the General Plan will require capital improvements to meet expected demands. Projects will be assessed on a case-by-case basis to determine appropriate actions to mitigate impacts.
- ° Circulation: Analysis of the traffic and circulation impacts of the proposed land uses will result in an increase of 54,000 daily vehicle trips spread throughout the City. However, once the Long Beach Freeway and other regional traffic improvements are completed, this increase will be offset by a decrease in through traffic in the City. Ongoing traffic studies are conducted by the City to develop traffic circulation improvements to mitigate impacts of the projected increased traffic levels. The increase in vehicular generated trips is not significant.
- ° Housing: Based on population projections and proposed land use policy under the General Plan, 10,560 new housing units will be needed in the City of Alhambra by the year 2004. The housing objectives and programs listed in the Housing Element of the General Plan provide actions to facilitate the development of housing units and mitigate potential impacts resulting from the construction of new units.

- Population: The General Plan projects a population increase from the estimated 1984 population of 68,300 to a total of 93,400 for the year 2004. Key to the development of the General Plan was the provision for anticipated population increases in ways which do not degrade the environment. This concept represents a philosophical basis on which policy decisions were founded. It is the intent of the General Plan to accommodate the population increase without causing significant environmental impacts.

III. PROJECT DESCRIPTION AND SETTING

A. Project Location

The City of Alhambra is located on the western edge of the San Gabriel Valley about five miles east of downtown Los Angeles. This proximity to the heart of the Los Angeles metropolitan region has helped Alhambra grow from a small, agriculturally-based town to a community of over 60,000 people in 1984. Virtually all the vacant land in the City was developed by 1960 and older land uses established in the early part of the century were beginning to recycle to higher density and more intense uses. Almost 25 years later, this transitional shift in land use is the primary force triggering development and change in Alhambra.

B. Project Characteristics

The project is a General Plan. The General Plan is a policy document that is intended to guide growth and development in the City over the next fifteen to twenty years. The potential impacts resulting from implementation of the General Plan will be evaluated in this EIR.

Implementation of the General Plan could potentially result in a "build out" population of 93,400, an addition of approximately 25,100 from the current 1984 estimated population of 68,300 and a net increase of 10,560 housing units. Intensification of land uses will result in an ultimate development layout of the City characterized by higher density residential uses, especially adjacent to major arterials, while encouraging preservation of existing stable single-family residential areas.

The housing stock could increase beyond 10,000 units (primarily multi-family units) during the next 15-20 years, despite the demolition of about 2,460 primarily single-family units. Hence, a substantial intensification of residential land uses is anticipated.

C. Statement of Objectives

As required by California planning law, each county and city shall prepare and adopt "a comprehensive, long-term general plan for the physical development of the county or city."¹ In fulfillment of this requirement and in the desire to direct and guide growth, the City of Alhambra is preparing an update of its General Plan. The General Plan as such is a tool for policy direction and cannot in and of itself create the changes proposed within the document. The specific objectives of the General Plan are detailed in the introductory statements of each of the various General Plan elements and in the Plan Goals.

D. Related Projects

Alhambra City projects which actually facilitate implementation of the General Plan and are closely related include: the capital improvements

¹California Government Code 65300 (West 1983).

program, the downtown revitalization plan, and the redevelopment plan. The capital improvements program abets implementation of the General Plan by allowing for and guiding growth and by determining the location, intensity and timing of future development. In addition, Alhambra's downtown revitalization plan and redevelopment plan encourage development of the City's commercial areas and, as well, the elimination and prevention of blight and deterioration to bolster the overall health of the community. These plans tie in with the ultimate goals of the General Plan to direct and channel future growth and development.

E. Relationship to Regional and Local Plans

In accordance with California law, Alhambra's General Plan considers not only the health, safety and general welfare of its local population but also the general welfare of the larger population residing within the region. This consideration includes connections of transportation networks, maintaining water and air quality within regional levels, and providing its fair share of housing.

IV. ENVIRONMENTAL IMPACTS

A. Introduction

The environmental effects which will occur in Alhambra subsequent to the adoption of the General Plan are the direct and indirect consequences of population location, distribution and density; land use intensification and associated increases in air emissions, water consumption, and noise levels; and need for increased public facilities. A more specific description of each of these potential changes can be found under its respective related element of the General Plan.

B. Air Quality

1. Environmental Setting: The South Coast Air Quality Management District (SCAQMD) is responsible for monitoring air pollution sources and impacts for the Counties of Los Angeles, Orange, Riverside and San Bernardino. The City of Alhambra is located in SCAQMD's Source Receptor Area No. 8 (Pasadena). Air quality data for this area is shown on Tables 1 and 2. These indicate that the Pasadena Station recorded that State standards were exceeded for the following pollutants: ozone, carbon monoxide, and nitrogen dioxide. Pollution potential is high in the planning area because of the Los Angeles basin's temperature inversion phenomenon which inhibits vertical mixing and traps pollutants in the lower air strata.

2. Environmental Impact: Implementation of the General Plan with intensification of land uses will potentially result in two types of air quality impacts:

- Vehicle emissions, a result of daily vehicle trips.
- Stationary emissions, a result of electrical generation, natural gas consumption and construction activities.

Despite the Plan's projected increase in vehicle miles traveled, by the year 2000 there will be an overall decrease in vehicular exhaust emissions. (See Table 3 Vehicular Exhaust Emissions.) This is a reflection of the improvement by the year 2000 in car emission controls and car performance with newer cars. In addition, completion of the Long Beach Freeway will channel traffic away from the City, thereby generating less pollutants than the present case of stop and go traffic on City streets.

3. Mitigation Measures: Since intensification of land uses as proposed in the project will have a significant impact on air quality in this area of the Los Angeles basin, mitigation measures are very important. Measures to reduce the impact of increased vehicle trips and vehicular emissions require a reduction in the overall number of vehicle miles generated by the proposed land use plan. The following mitigation measures are suggested to reduce vehicular emissions:

- Promote ride-sharing (i.e., carpools, vanpools, etc.) among workers. This will have the potential to reduce daily commuter traffic.

AIR QUALITY DATA
1984
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Carbon Monoxide								Ozone								Nitrogen Dioxide								Sulfur Dioxide							
		No. Days Standard Exceeded				No. Days Standard Exceeded				No. Days Standard Exceeded				No. Days Std. Exceeded				No. Days Std. Exceeded				No. Days Std. Exceeded											
		Max. Conc. in PPM	Federal >9.3 ppm	Federal > 35 ppm	State >9.1 ppm	State > 20 ppm	Max. Conc. in PPM	Federal >.12 ppm	State >.10 ppm	Max. Conc. in PPM	Federal >.12 ppm	State >.10 ppm	Max. Conc. in PPM	Federal >.25 ppm	State > .25 ppm	Max. Conc. in PPM	Federal >.14 ppm	State >.05 ppm	Max. Conc. in PPM	Federal >.14 ppm	State >.05 ppm	Max. Conc. in PPM	Federal >.14 ppm	State >.05 ppm	Max. Conc. in PPM	Federal >.14 ppm	State >.05 ppm						
		1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours	1-Hour	8-Hours						
1	Los Angeles	15	0	0	2	0		.29	53	114	.23	0		.07		0		0		0		0		0		0		0					
2	W. Los Angeles	17	7	0	10	0		.27	35	79	.32	4		.05		0		0		0		0		0		0		0					
3	Lennox	24	64	0	67	9		.22		8	.27			.06		0		0		0		0		0		0		0					
4	Long Beach	14	3	0	4	0		.27		13	.32			.32		0		0		0		0		0		0		0					
5	Whittier	14	1	0	1	0		.29		60	108	.29		.06		0		0		0		0		0		0		0					
6	Reseda	15	9	0	9	0		.26		78	139	.21		.05		0		0		0		0		0		0		0					
7	Burbank	19	16	0	20	0		.30		125	169	.21		.03		0		0		0		0		0		0		0					
8	Pasadena	13	0	0	0	0		.31		129	168	.16		.04		0		0		0		0		0		NM	NM						
9	Azusa	7	0	0	0	0		.34		130	160	NM		NM		0		0		0		0		0		NM	NM						
9	Glendora c)	NM	NM	NM	NM	NM		.31		98	138	.20		NM		0		0		0		0		0		0		0					
10	Pomona	13	0	0	0	0		.27		92	129	.25		.07		0		0		0		0		0		0		0					
11	Pico Rivera	13	0	0	54	11		.27		22	49	.27		NM		0		0		0		0		0		NM	NM						
12	Lynwood	29	51	0	NM	NM		.27		86	132	NM		NM		0		0		0		0		0		NM	NM						
13	Newhall	NM	NM	NM	NM	NM		.18		49	110	.11		NM		0		0		0		0		0		0		0					
14	Lancaster	10	0	0	3	1		.32		59	99	.25		.04		0		0		0		0		0		0		0					
16	La Habra	21	1	0	4	1		.25		37	65	.24		.08		0		0		0		0		0		0		0					
17	Anaheim	18	4	0	4	0		.25		12	32	NM		.06		0		0		0		0		0		0		0					
17	Los Alamitos	NM	NM	NM	NM	NM		.19		7	29	.22		.04		0		0		0		0		0		NM	NM						
18	Costa Mesa	13	1	0	1	0		.25		26	61	NM		NM		0		0		0		0		0		NM	NM						
19	El Toro	8	0	0	0	0		.30		85	137	NM		NM		0		0		0		0		0		0		0					
22	Norco-Corona	NM	NM	NM	NM	NM		.30		127	176	.17		.02		0		0		0		0		0		NM	NM						
23	Riverside Rub.	8	0	0	0	0		.32		NM	NM	NM		NM		0		0		0		0		0		NM	NM						
23	Riverside May.	16	0	0	0	0		.22		75	137	NM		NM		0		0		0		0		0		NM	NM						
24	Perris	NM	NM	NM	NM	NM		.18		7	27	NM		NM		0		0		0		0		0		NM	NM						
28	Hemet c)	NM	NM	NM	NM	NM		.25		48	95	NM		NM		0		0		0		0		0		NM	NM						
29	Banning	NM	NM	NM	NM	NM		.20		36	92	.09		NM		0		0		0		0		0		NM	NM						
30	Palms Springs	4	0	0	0	0		.19		19	69	NM		NM		0		0		0		0		0		NM	NM						
30	Indio	NM	NM	NM	NM	NM		.32		115	170	.15		.02		0		0		0		0		0		NM	NM						
32	Upland	8	0	0	0	0		.32		NM	NM	NM		NM		0		0		0		0		0		NM	NM						
33	Ontario	NM	NM	NM	NM	NM		.32		90	131	NM		NM		0		0		0		0		0		0		0					
33	Chino c)	NM	NM	NM	NM	NM		.32		106	179	.16		.03		0		0		0		0		0		0		0					
34	Fontana	6	0	0	0	0		.30		125	173	.20		.03		0		0		0		0		0		NM	NM						
34	San Bernardino	9	0	0	0	0		.29		116	160	NM		NM		0		0		0		0		0		NM	NM						
35	Redlands	2	0	0	0	0		.34		139	175	NM		NM		0		0		0		0		0		NM	NM						
37	Lake Gregory	NM	NM	NM	NM	NM																											

PPM - Parts by volume per million parts of air.

ug/m³ - Micrograms per cubic meter of air.

NM - Pollutant not monitored.

ND - No data available.

AGM - Annual Geometric Mean.

a) - The Federal (3-hours > .50 ppm) and State (1-hour > .50 ppm) standards were not exceeded.

b) - Twenty-four hours > .05 ppm with 1-hour ozone > .10 ppm, or with 24 hours TSP > 100 ug/m³.

c) - Data period: Glendora - from April 1, 1984; Hemet - from July 17, 1984; Chino - from April 23, 1984.

Table 1
Air Quality Data

AIR QUALITY DATA
1984
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Source/ Receptor Area No.	Location of Air Monitoring Station	Total Samples Collected	Suspended Particulates (hi Vol)						Lead (hi Vol)						Sulfate (hi Vol)						Visibility	
			No. Samples Exceeded			Percent AGM			No. Occasions			Standard Exceeded			No. Samples			Ex. Stand.			Location	Days Not Meeting State Standard e)
			Max. Conc. ug/m ³	24-Hr. Standardd) ug/m ³	Federal ug/m ³	State ug/m ³	Federal ug/m ³	State ug/m ³	Max. Conc ug/m ³	Standard 1.5 ug/m ³	Federal 1.5 ug/m ³	State Mo. Avg.	Max. Conc ug/m ³	Standard 24-Hours	State ug/m ³	No. Samples	Ex. Stand. ug/m ³	State ug/m ³	> 25 ug/m ³			
1	Los Angeles	47	148	0	0	23	30.0	62.5	1.24	0	0	0	27.4	1	L. A.	NO						
2	W. Los Angeles	55	121	0	0	4	17	17.5	1.08	0	0	0	26.4	1	BUR AP	14						
3	Lennox	57	156	0	1	17	13.3	41.6	1.99	0	0	0	26.7	1	LAX AP	25						
4	Long Beach	59	195	0	6	15	18.0	47.5	1.40	0	0	0	22.2	0	LB AP	13						
5	Whittier	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	WJF	2	
6	Reseda	60	134	0	0	7	0	22.0	1.10	0	0	0	22.9	0								
7	Burbank	13	166	0	2	3	4.8	31.0	1.23	0	0	0	10.2	0								
8	Pasadena	55	133	0	0	15	4.1	30.1	1.19	0	0	0	25.4	1								
9	Azusa	57	195	0	10	42	43.7	79.6	0.97	0	0	0	27.6	1								
9	Glendora C)	43	179	0	1	12	0	24.5	0.50	0	0	0	25.4	1								
10	Pomona	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM			
11	Pico Rivera	53	172	0	2	25	26.6	58.3	1.24	0	0	0	20.6	0								
12	Lynwood	59	199	0	11	31	40.0	75.0	2.05	0	0	0	24.9	0								
13	Newhall	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM			
14	Lancaster	56	180	0	2	10	0	21.3	0.57	0	0	0	11.1	0								
16	La Habra	59	237	0	7	19	19.8	49.8	1.09	0	0	0	21.9	0	EL TORO							
17	Anaheim	58	204	0	6	20	14.4	43.0	1.11	0	0	0	20.1	0	MCAS	3						
17	Los Alamitos	58	218	0	7	25	29.6	62.0	1.74	0	0	0	19.5	0								
18	Costa Mesa	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM			
19	El Toro	61	179	0	1	7	0	16.5	0.48	0	0	0	14.9	0								
22	Norco-Corona	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	MARCH AFB	18	
23	Riverside Rub.	59	278	1	21	44	76.9	121.1	0.91	0	0	0	22.8	0								
23	Riverside Mag.	61	205	0	14	37	50.2	87.8	0.99	0	0	0	22.6	0								
24	Perris	60	193	0	9	35	27.4	59.3	0.48	0	0	0	15.9	0								
28	Hemet C)	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM			
29	Banning	57	277	1	4	16	0	17.3	0.33	0	0	0	22.2	0								
30	Palm Springs	61	113	0	0	6	0	0	0.31	0	0	0	8.9	0								
30	Indio	57	280	1	10	28	30.6	63.3	0.35	0	0	0	11.7	0								
32	Upland	58	178	0	6	31	24.9	56.1	0.79	0	0	0	22.6	0	NORTON AFB	37						
33	Ontario	54	267	1	16	34	51.7	89.6	1.12	0	0	0	28.3	2	ONT AP	51						
33	Chino C)	38	205	0	5	27	52.0	90.1	0.55	0	0	0	24.7	0								
34	Fontana	60	317	1	18	38	46.6	83.3	0.46	0	0	0	23.8	0								
34	San Bernardino	58	219	0	18	37	42.5	78.1	0.90	0	0	0	23.4	0								
35	Redlands	59	217	0	12	32	24.2	55.3	0.35	0	0	0	21.0	0								
37	Lake Gregory	58	113	0	0	3	0	0	0.22	0	0	0	10.3	0								

d) - Preponderance of suspended particulates data collected in 1984 were of the high-volume, glass-fiber filter type (not PM₁₀). Therefore, suspended particulates continue to be compared to previous California TSP standards.

e) - Visibility standard is 10 miles or greater on days when relative humidity is less than 70%.

Air Quality Data (continued)



Table 3
Vehicular Exhaust Emissions
Existing and Projected Uses
(grams per mile)

	Current Estimate VMT ^a	Projected Estimate VMT ^b	Percent Change
CO	147,689	95,378	* -35%
THC	13,045	9,621	* -26%
NMHC	11,354	8,325	* -27%
NOx	19,810	13,044	* -34%
SOx	1,932	2,220	* 15%
PART.	2,899	2,960	2.1%

*Reflects improvement in car emission controls, standards and car performance with newer cars.

^a(365,000 trips per day @ 10 miles per trip = 3,650,000 miles/day)(a)
 a = source of emission factors: SCAQMD 1984 emission factors used; assume one-way vehicle trips of 10 miles at 30mph.

^b(420,000 vehicle trips per day @ 10 miles per trip = 4,200,000 miles/day)(b)
 b = source of emission factors: SCAQMD 2000 emission factors used; assume one-way vehicle trip of 10 miles at 30mph.

- Encourage major tenants to provide incentives to employees to use public buses to commute, perhaps by providing monthly bus passes to employees as an employee benefit.
- Promote flex-time working hours.
- Encourage implementation of TSM measures within the City.

Mitigation measures to reduce project-generated stationary source emissions are related primarily to reducing the amounts of electricity and natural gas consumed. To achieve a reduction in demand for energy, an energy conservation plan for each individual development showing compliance with Title 24 (Building Standards) of the California Administrative Code should be required as a condition of approval. This plan should explain the effect of each conservation measure selected and explain why other measures were not selected. The Southern California Gas Company and the Southern California Edison Company should assist individual applicants in designing project-specific measures.

C. Noise

1. Environmental Setting: A study of existing noise levels in the City of Alhambra was conducted by Cotton/Beland/Associates from January 18, 1985, to January 25, 1985, to determine existing noise levels and sources at twenty four locations throughout the City. The results of the ambient noise measurements at each site are depicted in the Noise Element Background Report Figures 9a through 9c of the General Plan. This study concluded that the major sources of noise for the City are mobile noise sources including motor vehicles and trains.

Figures 1 and 2 of the Noise Element depict existing and future 60dB and 65dB noise contours for the City. The 60dB LDN contour represents the noise referral zone. This is the noise level for which the noise level considerations should be included when making land use policy decisions. The 65dB LDN contour represents the area for which noise sensitive developments are included so that the standards contained in the Noise Element are achieved.

A comparison of Tables 2 and 3 (Noise Levels for Existing and Projected Traffic Conditions) in the Noise Element Background Report reveals only about a 10% increase in distance from the roadway median to both the 60dB and 65dB contour lines for the projected intensification of land uses. This increase does not appear to be significant.

2. Environmental Impacts: The projected increase in noise levels under the "build-out" General Plan concept can be seen by comparing Figure 1 (1984 Noise Contours) and Figure 2 (2004 Noise Contours) of the General Plan's Noise Element. This increase does not appear significant. Comparing Tables 2 and 3 (Noise Levels for Existing and Projected Traffic Conditions respectively) reveals an approximate 10% increase in distance from the roadway median to both the 60dB and 65dB contour lines for projected growth impacts.

Also, a comparison of Figures 6 and 8 (from City of Alhambra General Plan Circulation Element Background Report) noting the change from existing to future daily traffic volumes along segments of major arterials reveals no significant noise increases. (See following calculations.) The highest increase in dBs projected by the Plan would occur on Main Street between Fremont and Marengo with an increase of 1.89dBs. This increase is insignificant.

3. Mitigation Measures: Since the City has little direct control over source noise levels, mitigation measures should address reducing the impact of overall noise on the community. Section 6.0 of the Noise Element of the General Plan suggests policies for noise mitigation that would help reduce the noise impact of future land use intensification.

TABLE 4

Potential Noise Increase From Existing to Future Daily Traffic Volumes
Along Segments of Major Arterials
(Reflected in dBs)

1. Helman between Atlantic & Eighth - 5,000 existing; 6,000 new
 $1.2 \log .079 \times 10 = .79\text{dB}$
2. Atlantic between Glendon & Norwood - 42,000 existing; 48,000 new
 $1.1428 \log = .0579 \times 10 = .579\text{dB}$
3. Garfield between Glendon & Norwood - 36,000 existing; 44,000 new
 $1.22 \log .087 \times 10 = .87\text{dB}$
4. Valley Blvd between Long Beach Fwy & Freemont - 31,000 existing; 32,000 new
 $1.03 \log = .0137 \times 10 = .1378\text{dB}$
5. Valley between Freemont & Marengo Blvd. - 23,000 existing; 30,000 new
 $1.3 \log .115 \times 10 = 1.153\text{dB}$
6. Valley Blvd. between Atlantic & Garfield - 22,000 existing; 30,000 new
 $1.36 \log .1346 \times 10 = 1.346\text{dB}$
7. Valley between Garfield & New Avenue - 24,000 existing; 30,000 new
 $1.25 .0969 \times 10 = .969\text{dB}$
8. Mission between Long Beach Fwy & Freemont - 12,000 existing; 15,000 new
 $1.25 \log = .0969 \times 10 = .969\text{dB}$
9. Mission between Freemont & Atlantic - 14,000 existing; 18,000 new
 $1.285 \log = .109 \times 10 = 1.09\text{dB}$
10. Mission between Marengo & Atlantic - 15,000 existing; 19,000 new
 $1.26 .102 \times 10 = 1.026\text{dB}$
11. Mission between Atlantic & 6th - 17,000 existing; 20,000 new
 $1.176 \log .07 \times 10 = .70\text{dB}$
12. Mission between 6th & Garfield - 18,000 existing; 22,000 new
 $1.2 \log = .087 \times 10 = .87\text{dB}$
13. Mission between Garfield & Chapel - 20,000 existing; 24,000 new
 $1.2 \log = .079 \times 10 = .79\text{dB}$
14. Mission between Almansor & Granada - 21,000 existing; 25,000 new
 $1.9 \log .075 \times 10 = .75\text{dB}$
15. Main Street between Huntington & Freemont - 10,000 existing; 15,000 new
 $1.5 \log .176 \times 10 = 1.76\text{dB}$
16. Main between Freemont & Marengo - 11,000 existing; 17,000 new
 $1.545 \log = .18 \times 10 = 1.89\text{dB}$

17. Main between Marengo & Atlantic - 16,000 existing; 23,000 new
 $1.4375 \log = .15 \times 10 = 1.57\text{dB}$
18. Main between Atlantic & Garfield - 19,000 existing; 25,000 new
 $1.3 \log .119 \times 10 = 1.19\text{dB}$
19. Main between Garfield & Granada - 21,000 existing; 26,000 new
 $1.238 \log .092 \times 10 = .92\text{dB}$
20. Main between Granada & east to City border - 2,3000 existing; 28,000 new
 $1.2 \log .085 \times 10 = .85\text{dB}$

D. Public Services

1. Utilities

- a. Environmental Setting: According to the City's Sewer Master Plan - Year 2000 prepared in 1981, Alhambra's sewerage system consists of 130 miles of sewer line of which 6 to 8 miles are County trunk lines. There are 2816 lines in the City ranging in size from 4" to 36". The City has seven pump stations.
- b. Environmental Impact: Of the 2,816 lines analyzed in the Master Plan Report, 240 (8.5%) were determined potentially deficient. That is, 240 lines are considered unable to carry the demand anticipated to be required by land uses planned for the City in the year 2000. These lines are located primarily along the San Bernardino Freeway between Atlantic Boulevard and Garfield Avenue, south of Valley Boulevard, and along Westmont Avenue and Huntington Boulevard in the western part of the City. The City's pump stations are found to be adequate to handle current and projected system demands. Table 25, City of Alhambra General Plan Background Report, locates existing sewer system deficiencies.
- c. Mitigation Measures: The Sewer Master Plan recommends \$3,900,000 of improvements (1981 dollars) to the system in order to adequately service existing development and meet the demand for future development. The impact of each new project on the sewerage facilities will be judged on a case-by-case basis and capital improvements shall be made as needed.

2. Water

- a. Environmental Setting: The City of Alhambra's Water Department currently operates a water system consisting of 11 operational wells, three standby/irrigation wells, one MWD service connection, six booster pump stations, 15 reservoirs, 27 miles of transmission mains, and 141 miles of distribution lines. There are approximately 15,863 residential, commercial, industrial, and public service connections.
- b. Environmental Impact: The Draft Water Plan proposed in June of 1984 identified a number of deficiencies in the City's water system. It was estimated that an approximate 21 percent increase over current water requirements would be necessary to adequately service and protect the existing and planned land uses in the City for the year 2000.

The facility deficiencies are in all areas of water delivery. These include the capacity for producing water, delivering water at adequate pressures and pumping water. A summary of deficiencies by type and location of facility is detailed in Table 26, City of Alhambra General Plan, Background Report.

- c. Mitigation Measures: The Draft Water Plan recommends \$2,800,000 of improvements (1984 dollars) to the system. The impact of each new project on the water facilities will be judged on a case-by-case basis and capital improvements shall be made as needed.

E. Recreation

1. Environmental Setting: The City maintains five parks and a public golf course totaling approximately 175 acres. The Almansor Park Complex, located south of Mission Road on the eastern edge of the City, has a total area of 121 acres including the 35 acre Almansor Park, Malmgreen Memorial Park with 4 acres, and the 82 acre Alhambra Golf Course. The three remaining parks - Alhambra Park, Granada Park, and Story Park - have a combined area of 37 acres. The latter three parks are equipped with swimming pools, tennis courts, children's play areas, and picnic Parks and gym and indoor recreational facilities are available at Almansor Park and Granada Park. School sites within the City totaling approximately 176 acres provide additional recreational facilities including supervised activities for children after school. The City of Alhambra Parks and Recreation Department offers extensive social, cultural, and recreational programs for the residents of the City throughout the year.

Over 30% or 176 acres of the designated open space land consists of the public school sites. The City and the School District maintain an agreement for reciprocal use of the facilities. In 1975, the City anticipated expansion of this agreement to allow additional improvements to these sites to expand recreational and leisure time activities. A rapid increase in school enrollment (Page 11, Appendix A) has resulted in the loss of this opportunity with a concurrent increase in recreation needs.

2. Environmental Impacts: Under the "build-out" concept of the City of Alhambra General Plan, demand on existing recreational facilities is expected to increase because of recent population trends towards larger household sizes and families with small children.

Alhambra could be considered deficient in the amount of land available for recreational use when the National Recreation and Parks Association standard of 10 acres per 1,000 persons is applied. However, when school sites are added to the total acreage devoted to recreational use, the City exceeds the recommended standard.

Park and school recreational facilities are dispersed throughout the City. One residential area in the southeastern portion of the City is outside the recommended 1/2-mile radius for neighborhood parks and 1/4-mile radius for school playgrounds.

3. Mitigation Measures: Through policies of active promotion, designation, acquisition and coordination of existing and new park sites as suggested in Section 4.4 of City of Alhambra General Plan, Environmental Management Elements, the potential impacts of the Plan can be mitigated.

F. Fire Protection

1. Environmental Setting: Fire protection is provided by the City Fire Department operating out of four stations. The City also maintains mutual aid agreements with Los Angeles County and surrounding cities. The communications system is shared with the Police Department and due to be upgraded for Fire Department purposes in the first quarter of 1985. The Department emphasizes fire prevention and "built-in" systems for fire suppression including:

- safety inspections at least once a year by Fire Department personnel
- a fire code violation citation system
- enforcement of a comprehensive ordinance, adopted in the first half of 1984, expanding sprinkler requirements for new buildings, both residential and non-residential
- a computer aided dispatch system
- a public awareness program
- active involvement in disaster preparedness training for department staff

The Fire Department maintains adequate response times for service and the overall fire rating as determined for the City is 3. This rating out of a possible 10, 10 being the lowest, is an indicator of the level and quality of fire protection service available.

2. Environmental Impacts: Intensification of land uses beyond existing conditions will increase the need for fire protection services.
3. Mitigation Measures: The impact of each new project will be evaluated on a case-by-case basis and the impact shall be mitigated as necessary.

G. Schools

1. Environmental Setting: School enrollment in both the Alhambra elementary and high school districts has steadily increased since 1974. (See Table 10, Page 11, of Background Report, Alhambra General Plan.) Schools are at or near student capacity as defined by State regulations. Classroom shortage as a result of the student influx is compounded because of the increasing proportion of non-English speaking and limited English speaking students who require small group English language training. In 1978 overcrowding was over 14% in elementary schools and almost 10% in high schools. In 1980 the Board of Education took several actions to relieve the severe overcrowding. These included double sessions, temporary classrooms in trailers, relocation of students and revision of attendance boundaries.
2. Environmental Impacts: Overcrowding in the schools will continue under proposed land use intensification in the General Plan and is deemed a significant impact unless sufficient capital improvements can mitigate this impact.

3. Mitigation Measures: To mitigate this impact, the City Council approved in January, 1982, a School Development Fee on all new residential development except for one bedroom units. The purpose of the fee is to raise funds which will be used by the School District to mitigate overcrowded conditions in the school system. The fee remains in effect at the City Council's discretion and must be extended on an annual basis. The fees, payable at the building permit stage, are as follows:

- a. One thousand dollars (\$1,000) for each bedroom dwelling unit;
- b. One thousand two hundred fifty dollars (\$1,250) for each three-bedroom unit; and
- c. Fifteen hundred dollars (\$1,500) for each dwelling unit with four or more bedrooms.

The School District estimates that from 1982 to June, 1984, a total of \$50,000-\$60,000 had been collected from development fees in Alhambra. A report requesting disbursement of the funds for the school year 1982-1983 documented expenditures to mitigate overcrowding conditions at \$144,500 for that year.

H. Police Protection Services

1. Environmental Setting: In 1985, the Police Department has 85 officers to serve 68,300 persons.
2. Environmental Impact: With implementation of the General Plan there will be an expected increase in service calls as the population increases and as residential and general development intensifies. This increased need is not expected to be significant as the plan proposes infill over existing routes and not an increase over service areas.
3. Mitigation Measures: A Public Safety Master Plan should be completed which balances professional recommendations with local conditions, restraints and community desires. Future needs of the departments could then be anticipated in conjunction with growth projections of the General Plan.

I. Circulation

Extensive background data on the City's circulation system facilities and conditions are found in Appendix A, Background Report, Pages 47-70.

1. Environmental Setting: Figure 5 of the Background Report (Circulation Section) shows the circulation system for the existing General Plan, while Figure 6 shows existing daily traffic volumes on the circulation system in the City. The impact of the new Land Use Element can be determined by comparing existing daily trip generation of 365,000

daily vehicle trips under the current Land Use Element to estimated potential trip generation of 432,000 daily vehicle trips under the proposed Land Use Plan, representing an increase of 54,000 daily vehicle trips over existing land uses.

2. Environmental Impact: Current daily vehicle trips are estimated at 365,600 (see Appendix A, Background Report, Circulation Section, Table 2). The potential impact of the proposed Land Use Element will generate an estimated 420,000 daily vehicle trips (as shown in Appendix A, Background Report, Circulation Section, Table 4) representing an increase of 54,400 daily vehicle trips over existing land uses. As shown in Table 4 there is a net increase of 2,200 daily home based trips, a net increase of 49,200 daily commercial trips, a decrease of 600 general industrial trips, a decrease of 300 heavy industrial trips, and an increase of 3,900 daily trips for the proposed Edison Company office buildings.

The total change in home based trip generation of 2,300 daily trips is only about one percent of the home based trip generation and, therefore, is considered an insignificant change. However, the change in commercial trip generation of 49,200 daily trips is approximately 43% of the existing commercial trip generation.

Table 5 (Appendix A, Background Report, Circulation Section) shows the existing, proposed, and change in trip generation for the commercial land use in all twelve zones. Based on recent information from the Institute of Transportation Engineers, only 50% of the trip generation for new commercial development in developed areas results in new trips. Therefore, 50% of these new trips were assumed to be generated by Alhambra residents and are existing trips reoriented to the new commercial uses, resulting in a net increase of 24,600 new vehicle trips.

The combination of existing traffic, growth factor traffic, traffic caused by the Long Beach Freeway extension and traffic from new commercial development will cause 18 major intersections out of a total of 58 to operate at a Level of Service (LOS) E or F during either the AM peak hour or PM peak hour or both. These intersections are listed in Table 7 (Appendix A, Background Report, Circulation Section).

3. Mitigation Measures: Future impacts of increased traffic generated by the proposed land use policy shall be mitigated through Transportation System Management (TSM) measures and street improvements as suggested by Wildan Associates in 1984. (See Pages 64 and 66 of Background Report, Circulation Element of the General Plan for report results of Wildan Associates study.)

J. Housing

1. Environmental Setting: Existing housing conditions in the City of Alhambra can be characterized by the following factors: almost half of the housing stock was built prior to 1950; over half of the households in the City are renters; a majority of the land area in the City is designated by the existing General Plan and Zoning Ordinances for residential uses; there has been a significant increase in the number and percentage of multi-family units (a trend which is expected to continue and which will affect certain areas currently occupied by single-family homes but zoned for higher densities); very low income households which cannot afford the rents being charged in the City; and a lack of available rental units with three or more bedrooms. The total number of housing units in the City of Alhambra in 1980 was 27,177 (Table 7, General Plan, Housing Element).
2. Environmental Impacts: Given population projections and proposed land use policy, there will be a need for 10,560 new units in the City of Alhambra by the year 2004 (Table 2, General Plan, Land Use Element). Of this total 2,230 are expected to need some type of assistance by 1990. (See General Plan, Housing Element, Pages 27-29.) However, higher interest rates, land costs, labor costs, material costs (see Table 12, General Plan, Housing Element), cutbacks in Federal funding sources, and governmental constraints will make provision of these needed units a formidable task.
3. Mitigation Measures: The housing objectives and programs listed in the Housing Element (Section 4.0) of the General Plan provide actions to facilitate the development of housing units and to mitigate potential impacts resulting from General Plan policy. A comprehensive summary of the City's achievements to date and goals for the next five years are presented on Table 1 of the Housing Element, Pages 6-10.

K. Population

1. Environmental Setting: Alhambra's 1984 estimated population was 68,300. The March, 1985, General Plan projects a total future population of 93,400 for the year 2004. This is actually a decrease from the prior General Plan projections of 118,000 at total buildout. Although the overall population is projected to increase through implementation of the General Plan, mitigation measures through capital improvement programs should render this increase insignificant. The majority of the increase in population shall occur in those zones deemed high density residential, occurring primarily along the major arterials in Alhambra.
2. Environmental Impact: An overall increase in Alhambra's population will impact public services within the community, intensify land uses and increase traffic. However, capital improvement programs, careful land use planning, and circulation improvements will prevent potential impacts from population increase from being adverse. In addition, the General Plan will provide new housing opportunities through policy action to further decrease the population impact (General Plan, Housing Element, Section 4D).

3. Mitigation Measures: The impact of the increased population will be mitigated by future City expenditures and capital improvement programs designed to accommodate these needs. (See General Plan, Implementation Element and Housing Element.) In addition, each new development will be judged on a case-by-case basis.

V. ALTERNATIVES TO THE PROPOSED GENERAL PLAN

Four alternative land use concepts were developed during the preparation phases of the General Plan. These alternatives are described in detail in Appendix A, "Background Report", Section VIII. The four concepts considered the full range of land uses within the City. Concept A was based on the existing General Plan, Concept B projected land uses based on existing zoning, Concept C considered expansion of certain commercial areas and continuation of present residential densities, and Concept D addressed a maximum or "worst case" scenario with a substantial increase of residential densities and expansion of the City's commercial areas. Summary Table 30 in Appendix A, "Background Report" quantifies these alternatives by acreage of land use type, number and range of dwelling units, and projected population. Population at total implementation of the Plan scenarios ranges from 75,150 persons for Concept C to 111,575 persons for Concept D. The range of impacts and the implications of each land use concept are described in Section VII of the Appendix A, "Background Report." All of the land use concepts were found to have the potential for impacts which are greater than the finalized plan. Concepts B and D would result in larger population numbers and more extensive commercial development than the selected plan. Concept C would have resulted in 18,000 fewer persons, but over 775 additional acres of commercial development. Concept A is the closest to the finalized plan with a projected population of 101,750. This is 8,350 more persons than projected under the finalized plan. Implementation of any of the land uses concepts would result in potential impacts, in particular demands on infrastructure and circulation systems which are greater than those of the finalized plan.

VI. ANALYSIS OF LONG-TERM EFFECTS

A. Significant Effects

Significant effects identified in Section III include the following:

1. Land Use - The land use plan will result in a long-term transition in selected areas from single-family development to multi-family development. These changes could be considered a substantial alteration of the present land use in some areas.
2. Population - Construction of the anticipated land uses will accommodate an increase in the permanent and daytime population of the Planning Area.
3. Transportation/Circulation - Increased development of commercial land uses with implementation of the General Plan will add a significant amount of traffic to the existing circulation system.
4. Air Quality - The additional vehicular traffic in the area will emit pollutants which will deteriorate the air quality in the region. However, air quality is expected to improve by the year 2000 due to improved vehicles and stricter controls and standards.
5. Housing - The General Plan provides for an expansion of the housing stock over existing levels in response to the anticipated rise in population. The rising costs of housing occurring on a regional scale may result in the displacement of certain persons from the housing market in the Planning Area, particularly those on limited or fixed incomes. Projected population increases will result in a demand for 1,058 new units by the year 2004.
6. Public Services - The more intense uses and greater population anticipated under the General Plan will increase the demand for public services, including police, fire protection services, and water and sewer facilities.
7. Energy and Utilities - The more intense land uses and larger population will result in the consumption of greater amounts of energy and increase the demands on utilities, particularly electricity and natural gas.
8. Noise - While more intense land uses and greater levels of vehicular traffic will combine to increase ambient noise levels in the Planning Area, particularly around major activity areas and along major traffic arterials, estimates of these increases indicate that they will not reach levels which would be considered environmentally significant.
9. Schools - Overcrowding in the schools is likely to continue under the proposed land use intensifications.

B. Unavoidable Impacts

The significant impacts identified above are largely unavoidable, although the degree of impact of certain impacts may be mitigated.

1. Air quality impacts may be minimized by encouragement of energy conservation programs, including use of public transportation, carpooling, building-related energy conservation, etc.
2. Housing-related impacts may be mitigated by the provision of City assistance to the relocation needs of residents resulting from rising housing costs, or City participation in State and Federal housing programs designed to assist low-income persons.
3. Public services and utilities impacts may be mitigated by City coordination with the various public agencies providing services to the area (i.e., Southern California Edison, Southern California Gas, water agencies, etc.) and developer participation in the construction of public facilities.
4. Schools will continue to be overcrowded unless sufficient capital improvements are undertaken to mitigate this impact.
5. Noise impacts may be minimized by adherence to policies outlined in the "Noise Element," including prohibiting sensitive land uses in areas with potentially high noise levels.

C. Short-Term Uses of the Environment vs. Long-Term Productivity of the Environment

The primary effect on the long-term productivity of the environment will be the continued, more intense commitment of the area to urban uses.

The proposed General Plan is intended to plan for development of the City's recreational, commercial, industrial and residential uses. Additional development in the area will consume nonrenewable resources during the construction and life of the proposed uses. During construction, the use of building materials and energy resources will be largely irreversible and irretrievable. During the life of the plan, irretrievable resources consumed will include substantial amounts of energy, water, and other natural resources. Public facilities and services will need to be expanded to serve the project area.

The public investment required to build the proposed public improvements and the private investment required to build industrial, commercial and residential uses will commit future generations to urban uses of the area. As a result, future generations will experience the environmental consequences of the development and also receive the beneficial impacts.

D. Irreversible Impacts

All significant impacts associated with implementation of the General Plan are considered irreversible within a short-term time period. The more intensely urbanized land uses and the population increases anticipated under the General Plan will create irreversible changes in the:

- Land use patterns;
- Distribution and characteristics of the population;
- Volume and distribution of vehicular traffic;
- Air quality;
- Amount, type and cost of housing;
- Consumption of energy;
- Extension of public services and facilities; and
- Ambient noise levels.

E. Growth-Inducing Impacts

The General Plan does not so much induce growth as it does accommodate and provide the mechanism to control it. Sections I The Findings and Implications for Planning, II Demographic Trends, III Development Trends, and Economic Trends of the Appendix A, Background Report describe ongoing land use trends in Alhambra. The Land Use Element of the General Plan describes projected population which will result from development according to the General Plan Land Use Policy map.

The infrastructure requirements of the increased population, coupled with the need to upgrade existing deteriorating systems, could lead to indirect growth inducing effects. These include:

- The need for additional water and sewage collection/treatment facilities;
- Additional public facilities and services; and
- Major circulation system improvements.

These impacts are expected to be covered in environmental documentation to be prepared when specific projects are proposed. Regular updating of the General Plan and Background Report will greatly assist in the early identification of specific environmental concerns and mitigation measures.

VII. REFERENCES

A. Reference Documents

1. City of Draft Alhambra General Plan, March 1985, Prepared by Cotton/Beland/Associates, Inc.
2. Sewer Master Plan - Year 2000, City of Alhambra, 1981
3. Draft Water Master Plan, City of Alhambra, June 1984, prepared by CH2M Hill.
4. City of Alhambra Zoning Ordinance, August 1982

B. Persons and Agencies Contacted

City of Alhambra

1. David Carmany, Director of Housing and Community Services
 2. Robert G. Tolladay, Fire Chief
 3. Joseph T. Molloy, Police Chief
 4. Bill Vasques, Director of Human Services
-
5. Dr. Peppin, Superintendent of Schools, Alhambra Unified School District

VIII. PERSONS WHO PREPARED THIS REPORT

Cotton/Beland Associates, Inc.

- ° Lynn M. Harris
- ° Jo Springer
- ° Paul R. Secord

Weston Pringle & Associates, Inc.

- ° Weston Pringle, P.E.
- ° Robert Belnap, P.E.

Mestre Greve Associates, Inc.

- ° Paul Dunholter, P.E.

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Related Plans -

The following is a list of City plans that are related to the General Plan.
Interested persons can review these documents at City Hall.

Sewer Master Plan

Water Master Plan

Granada Park Master Plan

Alhambra Park Master Plan

Almansor Park Master Plan

Redevelopment Plan for the Industrial Redevelopment Area

Downtown Design Guidelines

City of Alhambra Disaster Plan

IX. COMMENTS AND RESPONSES

1. The following comments are a summary of the main topics covered by James Sullivan in his written comments on the General Plan Draft EIR, which are included in this section. Other letters were received, but did not require responses. These letters are also included in this section.

General

- 1.1 Comment - Items addressed in the Draft EIR are not the same as the items that were marked as relevant on the Initial Study Checklist.
- 1.1 Response - Some items checked as "yes" or "maybe" on the Initial Study were not directly analyzed in the EIR (see Section X of the EIR). They were not included because the discussion section attached to the Environmental Checklist indicates either 1) the environmental impact is not anticipated to be significant; or 2) the potential impacts are not directly related to the General Plan and will be analyzed on a case-by-case basis.
- 1.2 Comment - The same consultant that prepared the General Plan also prepared the EIR, which would seem to indicate a conflict of interest.
- 1.2 Response - This is common practice, particularly since the General Plan comprises part of the EIR. The consultant has no vested interest in minimizing or downplaying any negative impacts of the General Plan. The General Plan policies which are evaluated in the EIR were developed from City staff and resident input.

Noise

- 1.3 Comment - Analysis of noise impacts in the EIR was inadequate. Discussion was limited to trains and motor vehicles and did not include aircraft and other noise sources such as leaf blowers.
- 1.3 Response - Aircraft were not directly considered in the assessment of noise in Alhambra because those that do pass over the City are at such an altitude that they do not constitute a significant noise impact. A significant noise impact would be created if noise levels were greater than 60 decibels CNEL. These aircraft may on occasion represent a nuisance to residents, but their decibel level is not high enough to constitute a significant impact.

However, any contribution to ambient noise levels due to aircraft and other noise sources in the City would be included in the results of the Citywide noise survey that is described in the Background Report.

- 1.4 Comment - The noise contours shown in Figure 1 of the Noise Element do not reflect the incomplete noise barrier between Almansor and New on the north side of the I-10.

- 1.4 Response - Comment noted. The noise contours were constructed based on the field measurement data obtained during the noise survey and are meant to reflect an average ambient noise level. Noise measurements in this area were taken at only one point as indicated in the Noise Element Background Report. This point was near the corner of Almansor Street and Ratonia Boulevard.
- 1.5 Comment - The Noise Element methodology contains a statement that the noise measurements were taken for a minimum of twenty minutes. This seems to be in conflict with the unit of measurement (LDN), which incorporates measurements during the day, evening and night.
- 1.5 Response - The definition of day-night average sound level (LDN) states that this measure is obtained "after addition of ten decibels to sound levels in the night before 7 a.m. and after 10 p.m.". Therefore, the sound levels obtained from the twenty minute measurements were increased by ten decibels for the hours before 7 a.m. and after 10 p.m. to obtain the LDN for that particular area.
- 1.6 Comment - The noise contours do not take into account refraction of sound waves.
- 1.6 Response - Refraction of sound waves would be included in the measurement of ambient noise, on the LDN contours as described in the General Plan. Sound wave refraction occurs when sound hits an air inversion and is refracted back towards the ground. The probability that sound wave refraction would occur continuously in one place and cause sound levels above 60db is unlikely and is therefore not considered a significant environmental impact.

Water Quality/Flooding

- 1.7 Comment - The EIR does not discuss the water quality problems of the area, which involve TCE and PCE.
- 1.7 Response - Comment noted. At the time the Draft EIR was prepared, there was no indication that water quality was an issue that needed to be addressed. According to City staff in the Water and Sewer Division of the Public Services Department, the State mandated monitoring of the City water supply for TCE and PCE contaminants has been conducted and will continue. Some wells have been closed, with the exception of one well, which is used for irrigation purposes only. Ongoing monitoring indicates that the TCE levels are dropping in the closed wells due to the irrigation well flushing the aquifer. Page 3 of the General Plan Implementation Element has a provision for the monitoring of water quality. This provision states that the City will "Monitor local groundwater quality and evaluate the potential effects of governmental and private actions on water quality through the environmental review process."
- 1.8 Comment - The City is not adequately protected from flooding in the event of a 100 year flood. There has not been such a flood since the increase in paved areas. City storm drains are only designed for a two year flood.

1.8 Response - A 100 year flood is defined as a flood which has a one percent probability of occurring during the year. According to the Seismic and Public Safety Element prepared by Envicom, a common cause of flooding in the east San Gabriel Valley is standing water resulting from blockage or inadequate capacity of storm sewers. The Federal Insurance Administration of the U.S. Department of Housing and Urban Development prepares maps which indicate areas subject to flooding due to standing water in the event of a 100-year flood. City staff indicate that there are no maps for Alhambra, which means that the City is not anticipated to be subject to this type of flooding. As for inundation hazards, according to a report prepared by Envicom (1) Alhambra is not subject to inundation in the event of the failure of any dams in the area.

Seismic Hazards

1.9 Comment - The EIR states that no faults traverse the City, but there are faults traversing Alhambra and the northwestsoutheast trending faults are located near the western and eastern City limits.

1.9 Response - According to the Public and Seismic Safety Element prepared by Envicom, which included Alhambra in its analysis, no faults traverse the City. This existing seismic element contains extensive analysis of the area's fault system and is incorporated by reference into the Draft General Plan. According to the Envicom report, faults have been mapped that traverse Alhambra. However, the report also indicates that these faults have not been active since the early Pleistocene (or before). Therefore, these faults are considered to be inactive. Of course, in the event of a major earthquake, Alhambra could be exposed to severe ground shaking which could cause considerable damage. The Environmental Management Element and the Implementation Element of the General Plan contain Goals and Policies to address this situation.

1.10 Comment - There is a hillside area in the City where a home has been damaged due to soil creep.

1.10 Response - The General Plan states that there are no significant hillside areas in the City. According to City staff, in the last six years two homes in the Midwick Hill area have suffered some damage due to settling. This is not considered a significant problem.

(1) Public Safety and Seismic Safety Elements Comprehensive General Plan
City of Alhambra, Envicom Corporation, 1975.

5 Oct 1986

TO: City of Alhambra--Housing and Community Development
FROM: James Sullivan, 1212 Violeta Dr., Alhambra, CA 91801
SUBJECT: Comments on the Environmental Impact Report (EIR) :
that was prepared for the 1986 General Plan

On 3 October I examined the EIR and accompanying checklist at City Hall. It is my conclusion that the EIR is defective, since it is based on the Draft General Plan, which is defective, as stipulated in my 30+ page critique sent to City Hall in September, quid vide.

Some of the deficiencies of the EIR include its failure to match the items on the checklist with the EIR (hydrology, water quality). The failure to come to terms with significant geological features found within the city of Alhambra is another serious deficiency.

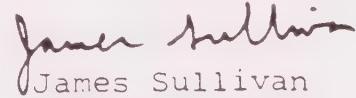
The EIR trivialized the subject of noise, limiting its discussion to trains and motor vehicles. Significant noise originating in aircraft operations is not recognized. Nor are the other noise sources enumerated in my 30+page critique mentioned above.

Page 14 of the EIR fails to discuss at all the water quality problems of the area, involving TCE and PCE.

Page 23 of the EIR mentions the prohibition of sensitive land use in high noise areas. To me, residential use is sensitive, and the entire city is impacted by noise.

Page 26 seems to indicate that the same consultants who assembled the Draft General Plan also turned out the EIR. That fails any test of objectivity.

Please refer to my 30+ page critique for other points not addressed by the EIR. It is my contention as a resident with an interest in environmental matters bearing on the quality of residential life in the City of Alhambra that only when the Draft General Plan has undergone extensive repairs and completion can a valid EIR be produced.


James Sullivan

Alhambra Resident

IX. Comments and Responses

)

SOME COMMENTS ON ALHAMBRA GENERAL PLAN

James Sullivan
1212 Violeta Dr
Alhambra, CA 91801

August 1986

TO: City -of Alhambra

Date: August 1986

FROM: James Sullivan, 1212 Violeta Dr., Alhambra, CA 91801

SUBJECT: Comments on and Critique of the Draft General Plan

I have lived in Alhambra since March, 1969. I moved here at the suggestion of my father, who belonged to the Alhambra Elks Club in 1926, and was also of a favorable opinion of Alhambra based on my own lifelong residence in Southern California. These opinions were borne out by experience for the first year or so that I lived here.

Things began to go sour in about 1970. In that year a stunting Marine aircraft collided with a passenger jet above Claremont Canyon. Within a week, the jet airway from LAX had been relocated directly above my house. The airway into and out of Hollywood Burbank was moved at the same time--again nearly above my house.

There was, at the time, hope that an airport would be built at Palmdale, and another at Chino. Airports are relocated once in awhile. (My house stands on the site of an airport that was closed because of citizen complaints). While awaiting the phasing out of LAX (which never happened), economic downturns and variation in wind patterns kept the number of overflights fairly low to moderate in number.

Somehow there has been a dramatic increase in the use of the airways mentioned above since the begining of 1986.

The aircraft noise reminds of the possibility, however remote, of an accident. I personally saw two aircraft using the Hollywood-Burbank airway from opposite directions and at about the same altitude about a dozen years ago. I noticed them because one of the planes changed its engine setting to take evasive action. Otherwise, there would have been an accident above Valley Boulevard and New Avenue. (I reported the incident to the FAA, who gave me such a story in return. I later located another witness who saw the same thing). Included with my critique is an account of a jet dropping engine parts on Rosemead (after first overflying Alhambra).

Yet another disagreeable event was the modification of the San Bernardino Freeway. That included demolition of low bridges so that large trucks could pass by my neighborhood for the first time. Later Federal action raised truck weight and size limits, and raised them again. Pavement "rain grooves" were cut into the roadway, increasing tire noise. But the worst aspect of the modifications was the conversion of a trolley track into a mainline railroad--without benefit of an Environmental Impact Statement!

All of these events caused me to become interested in the workings and non-workings of Alhambra city government.

It is thus disappointing to find so many defects in the new General Plan, after so many years have elapsed, and so many refinements have become part of planning and environmental assessment.

In particular, the failure to recognize that aircraft noise is a major problem (or that it even exists) is indicative to me of the overall carelessness with which the entire General Plan seems to have been compiled. It is thus that I have gone over the General Plan page by page. I do not hope to bring about each and every one of the changes that I have suggested, but do hope that this critique leads to an accurate, valid General Plan that is a General Plan for the City of Alhambra.

Another disappointment is the continuing trivialization of local geological features and seismicity. Faults that appeared on published maps as long ago as 1965 have yet to be confronted by an Alhambra General Plan. In particular, the hilly and gullied west side of the city is caught up in the Highland Park Fault Zone. Sears is located along the fault trace, as are dozens of apartments recently built near Ramona Convent! On the east side, a fault, part of the Workman Hill (Mill) system, marks the course of the Alhambra Wash for an indefinite distance into the city.

Regarding hydrology, we have had no experience with the intensity of rainfall that is expected to arrive once a century, and which runs off a paved-over, roofed, and built-up area.

The enclosed comments and critique, then, is a first draft--full of fits and starts. I am more than a little put out at having to do the work of the city planning staff and its consultants, but hope that the enclosed leads to more than eyewash and does contribute to the best possible future for Alhambra.

A handwritten signature in black ink, appearing to read "James Tullian".

LIST OF EXHIBITS

<u>description</u>	<u>with ***** element</u>
Regional Faults I	Env Mgmt
Alhambra Wash Fault	"
Alhambra Wash and Highland Park Faults	"
Regional Faults II	"
Ground Water Contamination	"
Airways (combined)	Noise
Noise Sources	"
L.A. VFR Terminal Chart (airways)	"
Rain of aircraft parts onto Rosemead	"
Helicopter Routes	Implementation
Health effects of noise	Appendixes

Introduction: there should be one in the General Plan
It should contain the following:

What kind of city is Alhambra (capsule history, current
description as in a Chamber of Commerce brochure)

Why a General Plan?

A good thing to do?

Mandated by state law? Which law?

Reviewed by a state agency? Which one?

What is the date of the General Plan?

How often are General Plans prepared?

How much of the new General Plan is recycled from the
old one?

Why didn't the planning staff do the General Plan?

Why a consulting firm?

Who are the consultants, team members?

Qualifications?

Degrees?

Fields of study?

Certificates or licenses?

A table of contents would be useful

Enumeration of chapters should be such as to facilitate ready reference and frequent use of the General Plan in the future.

Arrangement of topics:

Environmental management and noise should appear at the beginning, since other elements follow from these (or should)

1.0 Public meetings: when? 1981, or more recently?

2.1.4 Inclusion of schools as open space seems fake.
(more comments about that later).

Distinction between open space and recreational space is not made clear.

2.2.2 flooding...Alhambra has had fairly limited experience (not enough years), and no experience with present runoff conditions...

2.2.3 trends...these don't just happen, but are the result of actions by local, regional, state and federal governments.

(we hear rumor that SCAG "allocates" population increases to cities)

2.2.4 120,000 original population projection is from a time when city planning was comparable to astrology (as a pre-scientific avocation, rather than a profession)

Here should be developed the concept of an optimum population, described by the following empirical equation:

$$\boxed{\frac{\text{Standard of Living}}{\text{Resources}} = \frac{1}{\text{People}}}$$

where resources = the city infrastructure, housing, space, air, etc.

from the equation, as the denominator (people) gets bigger, the value of the fraction, and, thus, the standard of living gets smaller.

An ideal, optimum population could be 500,000, but I expect it is closer to 50,000.

3.0 goals...growth is a given

should consider no growth, steady state

4.1 policies...who benefits from growth? all long time residents? A few speculators?

LAND USE - 2

4.1 (contd) wording...change "discourage" to "prohibit."

4.2.1 high density

change "should not apply" to "will not apply"

Density bonus is at variance with good planning practice. What prevents phase-out of low income rental units once built under bonus provisions?

4.2.5 Demolition of police station...this is first confirmation that a new facility will be built

4.2.6 open space...schools (see remarks later)

I have heard that balconies on condos count as open space...is that true?

p.10 84,000 population maximum

this is probably too many to fit into street grid

The 7000 housing units that will be built will stress us all

What kinds of people will be represented by the increase...yuppies?...rural ethnics?

Redevelopment has turned downtown into a necropolis in my experience

1.0 meetings...when held?

1.2 why must Alhambra provide affordable housing? Why not San Marino--I might like to live there.
While it is inspiring to live among people who are poorer than I am, there are some hard core, evil people out there--many of whom already live in Alhambra.

2.1 Why has there been white flight from Alhambra? Are people "voting with their feet?"

With a drugstore on every corner, why is population expected to grow?

2.5.2 Noise corridors

expand from I-10 and S.P. railroad to entire city
(specific comments in environmental chapter and appendix in this critique)

2.5.4 school development fee

"does not act as a constraint"
seems to be too low

2.5.5 infrastructure

to sewers & water add streets

3.0 goals

reconcile growth with quality of life

5.2 upward mobility of new minorities is a given, yet downward mobility is possible too. Culture shock suggests there will be considerable downward mobility.

5.3 housing near employment by choice

not true, unless there have been recent studies a classic study from the 1960's (by Rand Corp, I think) showed that aircraft workers that did the same things passed each other in opposite directions twice a day commuting to work...Lockeed workers lived close to Douglas and vice versa...

5.6 constraints

"no other environmental hazards..." untrue!

(The French term has become a part of planning jargon)

2.1 through traffic

people driving through Alhambra to somewhere else
(inadvertently a telling comment...through traffic
may include some key city officials domiciled in other
places).

2.5 air transport that serves Alhambra

compare this with the statement in the noise element
chapter that says there are no airports near Alhambra!

4.4.1 encourage completion of LB freeway

not everyone in Alhambra thinks that is a good idea,
particularly in the light of sloppy workmanship on
the I-10 that increased environmental problems in
the south of Alhambra. The completed freeway (LB)
is expected to attract 90,000 vehicles instead of
the 30,000 that now struggle along Freemont. Travel
times will increase...so will air pollution...

4.5.1 RTD

service levels seem to have been reduced...fewer busses
run at less frequent intervals

drivers come from the ranks of hard core unemployed
receiving some kind of "workfare," rather than from
those who have good driving skills

4.5.3 local bus lines seem like a good idea, but represent union-busting in most cases

4.5.5 pedestrian travel as an alternate to the auto:

in recent years the streets have become less and less
safe

4.5.8 bicycle as alternative to auto...

elsewhere in the General Plan is mentioned that
there are arterials that are unsafe for bikes...

Why decrease reliance on auto when Alhambra is trying
to develop an automobile row?

5.4 LB freeway...overlooks increased crime near ramps and other adverse impacts

5.5 (why not a bikeway along Alhambra Wash?)

map does not show special status of Almansor as the only freeway overcrossing in the area--used by house movers, drivers with large, heavy loads....

.....

Notes:

Travel times within the city have increased, due to an increase in traffic and installation of multi-phase signals.

Norwood is designated as a through street, yet is extremely narrow. Travel becomes a slalom if there are parked cars on both sides between Almansor and Garfield, and between 6th and Atlantic.

Streets are in extremely poor repair due to excavation for utilities hookups and improper compaction of fill after the hookup has been made. There are patches on top of patches. I am lucky to have a 4-wheel drive vehicle to negotiate Alhambra's crumbling infrastructure. Some years ago, in San Bernardino, city inspectors who tried to get correct patches on excavations were adjudged by their supervisors to have been working too hard, and in need of an afternoon of golf. By this criterion, Alhambra must have some champions!

Even if the streets were put back down in pristine condition, long time residents are deprived of the full use of their streets with the building rush now underway. Developers should pay into a fund to compensate us by lowering our taxes...

How does the San Bernardino Freeway figure in? What is its demand for fire and rescue?

Notes: (contd)

What effect does the S.B. Freeway have on insurance rating?

For that matter, what effect does the recent and future increase in city traffic have on insurance rates? (I view insurance increases as a growth tax!)

And increased insurance rates reflect increased accident frequency and severity. Some of us are going to shed blood because of city pro-growth policies that produce, in the words of my insurer, "an increasingly hazardous driving environment."

Driving around Alhambra is extremely stressful now, due to an immense increase in on-street parking. Evidently parking requirements for new apartments and condominiums are inadequate. As on-street parking increases, studies show that minor, but costly auto accidents increase. (Insurers charge more for cars parked on the street instead of garaged).

This element should have been completed first and should appear at the begining of the General Plan.

2.1 little opportunity to set aside land
what about eminent domain? what about existing vacant
land for mini parks?

2.2 schools as recreational land
no!

part of school acreage is covered by buildings
school yards are fenced, subject to very restricted
use, limited hours

demands for recreational land increase because of
disappearance of yards as single family homes give
way to condos and apartments

2.3 no faults

untrue!!!

Lamar mapped the Highland Park Fault crossing the west part of Alhambra. He did so in 1970 (Cal Div Mines & Geol, Spl Rpt 101). The fault is associated with conspicuous surface features, such as the gulch near Sears and the hill on which is located Ramona Convent, not to mention Midwick Hill.

Another fault approaches Alhambra from the southeast, along the aligment of Alhambra Wash (Cal Dept Water Res Bul 104-2, 1966 and USGS map MF-585, sheet 2, copies with this critique).

Why weren't these sources used in the 1975 General Plan? Why aren't they used now?

If a fault has historical earthquakes, it is pronounced active. But, in the absence of historical quakes, it is not correct to pronounce the fault inactive!

So Alhambra has northwest-southeast trending faults

GEOLOGY OF THE ELYSIAN PARK-REPETTO HILLS AREA, LOS ANGELES COUNTY, CALIFORNIA

By DONALD L. LAMAR

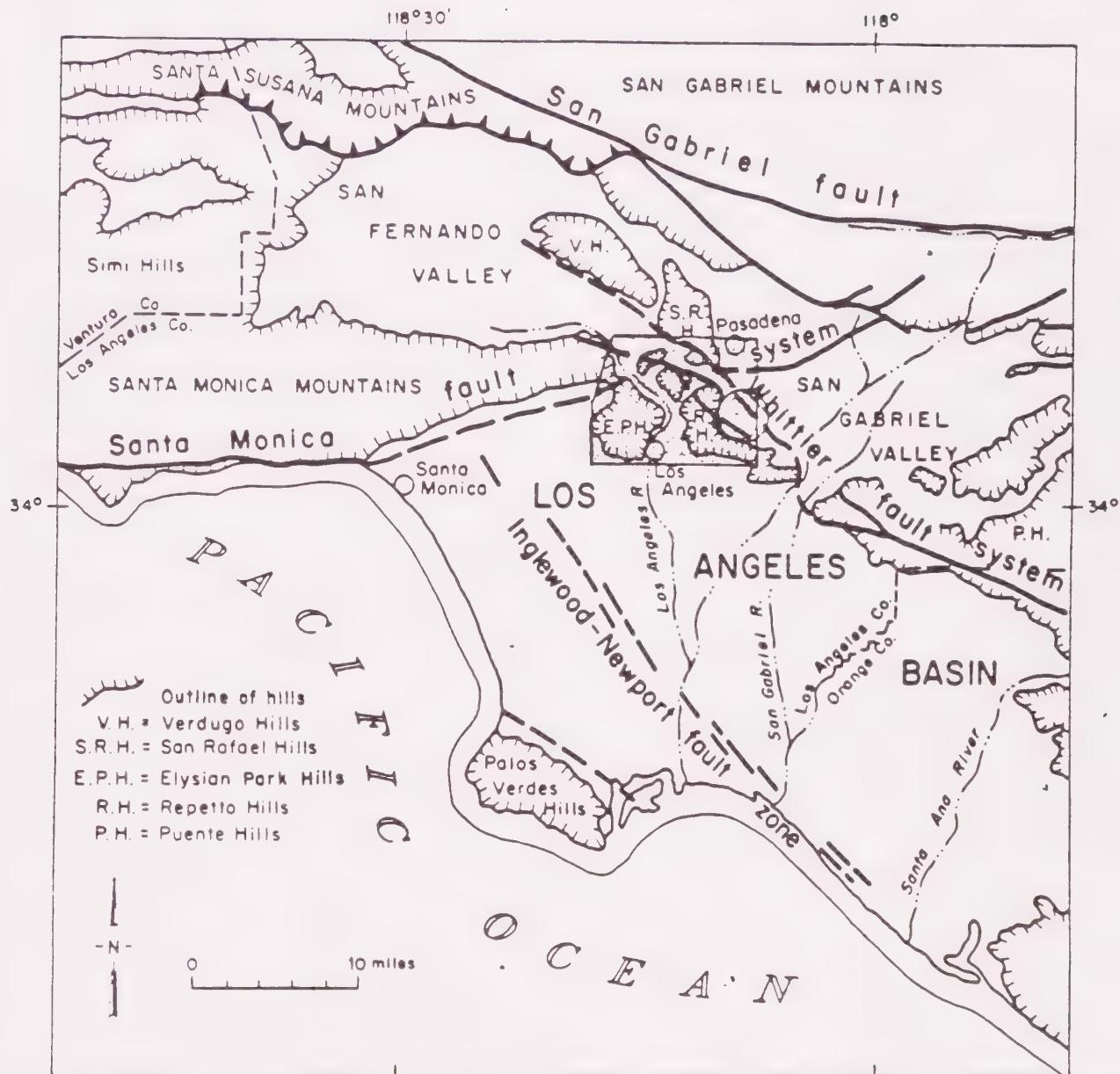


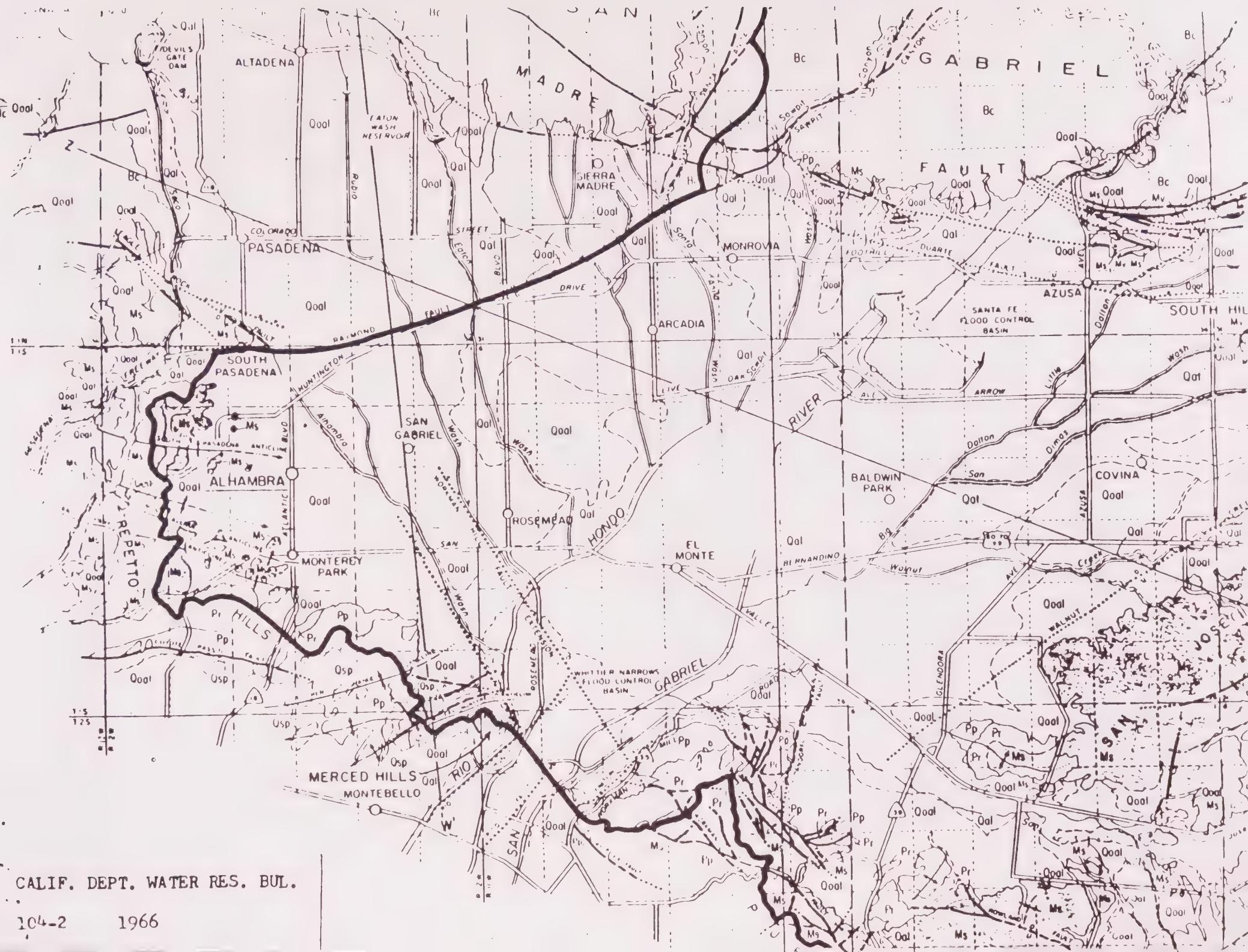
Figure 2. Index Map. The Elysian Park-Repetto Hills area is shaded. The map is modified from Kundert (1955) and Yerkes et al. (1965), figure 2.

INTRODUCTION

Location and Purpose of Study

The Los Angeles basin is bounded on the north and east by mountains and hills and on the southwest by the Pacific Ocean and Palos Verdes Hills (figs. 1 and 2). Major fault zones are located close to the margins

of the basin along most of the north, northeast, and a portion of the southwest edges. The central part of the basin contains a very thick section of upper Miocene through Pleistocene sediments, which are



CALIF. DEPT. WATER RES. BUL.

104-2

1966



SAN ANDREAS FAULT

SAN JACINTO FAULT

SAN GABRIEL FAULT

HOLSER FAULT

SAN GAYETANO FAULT

OAK RIDGE FAULT

LIERRE FAULT ZONE

CLEARWATER FAULT

BEE CYN. FAULT

SAN FRANCISQUITO FAULT

VASQUEZ CYN. FAULT

MINT CYN FAULT

GREEN RANCH FAULT

SOLEDAD FAULT

POLE CYN. FAULT

MAGIC MOUNTAIN FAULT

ACTION FAULT

TRANSMISSION LINE FAULT

PACIFIC MOUNTAIN FAULT

SIERRA MADRE FAULT ZONE

CUCAMONGA FAULT ZONE

SANTA SUSANA THRUST

SANTA ROSA FAULT

NORTHRIDGE HILLS FAULT

CHATSWORTH FAULT

MALIBU COAST FAULT

ANTA CA FAULT

AN J FAULT

FRONTRANGE

LITTLE ROCK

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located near its western and its eastern city limits.
Prudence dictates that these faults be acknowledged and incorporated in the General Plan!

High rise construction complicates the work of the fire department.

3.0 goals

read again, then do justice to the local geology re; the faults

4.0 water conservation

when the golf course was expanded from 9 to 18 holes the drinking water suddenly began to taste like iodine! Conversion to a park, accessible to the general public, might justify the use of the water.

4.2.2 air quality

population growth is not compatable with improvement of air quality...

Alhambra has attracted an ethnic group (or similar groups) who have a predilection for conspicuous consumption in the form of diesel automobiles. Thus particulates have increased, with health consequences yet to be determined.

The Monterey Park Dump produces odors and chemical fumes in the southeast part of Alhambra whenever the wind is from the east.

4.3.3 medians

landscaping needs seem at variance with conservation, thinking of water requirements.

4.3.4 city limits

these should be well-marked so people will know which police department to call in an emergency

4.5 hazards

start with belated recognition of local faults

4.5.5 hazardous materials

I-10 has been designated for nuclear materials transportation.

Hazardous materials are also transported by aircraft above the city.

5.1.2 plants

poor choice was made in the planting of parkway trees --most have roots that damage curbs and sidewalks; others (liquidambers) drop golfball-sized cones that turn ankles and cause falls; others have roots that invade the sewer system; others keep their leaves all winter, making things damp and dark...

trees are not native to this area, except along stream courses in former times, so what we have done is to establish an Eastern landscape, reminiscent of towns in Illinois or Pennsylvania.

Although trees trap particulate smog, trees make chemicals (terpenes, isoprene) that add to air pollution.

Parkway trees grow to block street lights.

Some trees give off pollen, bringing on allergies.

Liquidamber parkway trees experience spontaneous limb breakage--especially on hot summer days--in which 100 pound branches crash to earth.

5.1.3 hillsides

NW, Midwick Hill, Ramona Convent, Pyrenees castle

I have seen structural damage in Midwick neighborhood as a home underwent soil creep.

er."
here is uncertainty
uch TCE can be
re it causes cancer,
en' it shouldn't

finish the study. Depending upon what is found as the investigation proceeds, the preparation of a cleanup program could take up to \$4.5 million and three years.

only these three contaminants have been identified in the ground water . . . to date, what other contaminants are present.'

— Remedial Action Master Plan

water.
given the state \$1.7
e federal Superfund
e problem of San
ground water and
Takata said addi-
will be needed to

Then there will be the cost of removing or isolating the contaminants. Takata said that cost is impossible to predict, although \$10 million might be a "ballpark" estimate.

Jane Bray, general manager of

the Upper San Gabriel Valley Municipal Water District, an organization of water producers, said cleanup is essential because 95% of the water delivered to homes and businesses in the area is pumped from the ground. Even much of the water that is imported from the Colorado River and northern California is put underground, recharging the basin to supplement local rain water.

Most water companies have closed their contaminated wells, or are diluting or treating the water.

But all the wells of three small mutual water companies in El Monte have been contaminated, leaving about 700 homes without drinkable water. Residents have been advised to boil their tap water or buy bottled water.

The contamination's impact on other consumers has been less visible, reflected mostly in higher bills to pay for new wells, imported water and new treatment and testing programs.

The contamination was discovered in December, 1979, when Aerojet Electrosystems Co. in Azusa found that a well in Irwindale contained a high level of TCE. Health authorities, who had never looked for TCE before, ordered tests at other wells and within five months 37 were identified as so contaminated they had to be closed.

Although TCE was found elsewhere in Los Angeles County, the most extensive contamination was

Please see WATER, Page 4

Systems Valley, Status

represent the number
esses and other users
in the San
some wells
ported above accepted
chloroethylene (TCE),
ne (PCE) or carbon
TC).

est Suburban r Systems

of Glendora, Hacienda
La Puente, Whittier and

55,000

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briel Valley
ater Co.

of El Monte, Rosemead,
er.

44,000

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n California
ater Co.

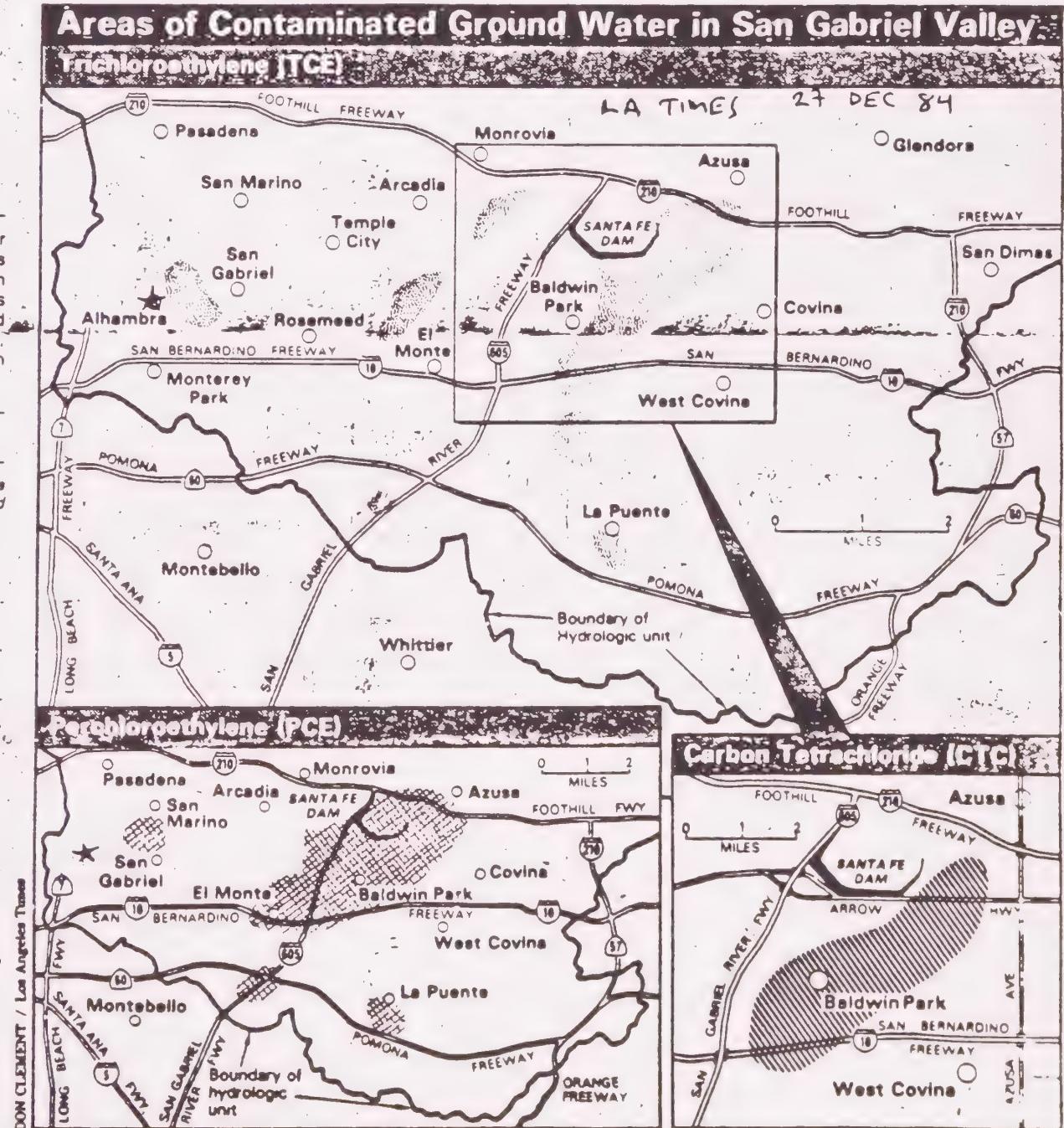
Arcadia, Covina, Duarte,
a, Jersey Park, San
Dry.

1

19

7

5 (Two for high
nitrates; three for TCE)



5.1.4 hydrology

Average precipitation should be compared with max/min
There is surface water--an artificial lake in Almansor Park.

water quality

TCE contamination was found by a private individual and only by chance. (Aerojet in Silicon Valley, then Aerojet in Azusa, then a widening search in the S.G. into the S.F. Valleys). If it were up to the State of California to monitor water quality, we would still know nothing about TCE and other contaminants.

I believe some wells, both in the city of Alhambra and Alhambra's wells in El Monte have been closed for varying periods...

5.2.1 parks

Mentions 5 parks, names 1, then speaks of 3 remaining parks (=4 parks). Add Emory Park to get correct count
Schools as park space: no way!

5.2.2 change wording from "could be considered deficient" to "is deficient"

5.2.3 city history

(better to put this in introduction)

As I understand it, Alhambra was incorporated, dis-incorporated, then incorporated a second time

Where is the discussion of city expansion via annexation?

library: about how many books are in its holdings?

5.3 hazards

statement is spurious (5.3.1)

Fig 2 where are the rest of the faults?

Table 1 - re: surface rupture
reconsider classification as potential risk due to
faults within city

dam failure: too many X's?

MWD Garvey Reservoir developed a simulation of
dam failure with arrival times of waters in various
neighborhoods.

Pegional slope is towards the north, then east, then
southeast towards Whittier Narrows. I have not seen
the map, but they are in the possession of Officer
Cross of Monterey Park P.D. (Lt. Cross)

5.3.2 flooding

compare 100-year flood with 500-, 1,000, 10,000-year
floods.

I was informed that city storm drains are designed
for a two (2) -year flood.

100-year flood concept is valid only if there have
not been changes in runoff, infiltration. The fact is
that we have no experience with rain of intensity and
depth that occurs an average of once a century falling
on roofs, driveways, and streets of the present.

dam failure: does MWD simulation show flooding of
the southeast part of Alhambra in the event of dam
failure at Garvey Reservoir?

Most likely is flooding of El Monte and vicinity, with
Alhambra having to deal with survivors.

1.1 transportation noise

Study confined to 2-dimensional sources, whereas significant noise originates from aircraft. See goal 3.3 which seeks to develop information about all noise that affects planning.

Observation: noise measurement seems to involve all manner of fancy accounting practices, in which loud noise is averaged against quiet to get "some noise." That is like averaging a hard slap on the ear against no slap to equal a friendly pat on the ear. 65dB indeed!

Figure 1. contours do not reflect the incomplete noise barrier between Almansor and New on the north side of I-10. The map shows the same noise contours as neighborhoods having sound barriers. the map totally excludes a very significant noise source--aircraft.

2.1 no airports? wow!

circulation element item 2.5 states how well Alhambra is served by airports.

Go back and start over. Take a look at the Los Angeles Terminal Chart.

aircraft noise sources

NE powered takeoffs out of LAX -- especially bad on rainy days & nights and whenever wind is easterly

WWW-ESE from Burbank increasing frequency of flights in evening

LAX holding pattern over SB fwy--sometimes stray flights cross SE Alhambra

El Monte Approach

Helicopter route over SB fwy buzzing, banner-towing acft

2.1 (contd)

"noise environment typical of what would be expected of a community located within a major urban area such as the L.A. Basin."

Wow!

Then why bother with a general plan for Alhambra-- why not just say that traffic, open space, etc., is typical...

Also, the statement is not quite true. When I visit an associate in Arcadia, and spend several hours in his yard, there is nowhere near the noise that I return to in Alhambra.

3.3 goals

provide sufficient information...

Go back and factor in aircraft noise, which is a major and growing problem.

4.1.5 helicopters

It is nothing short of outrageous that the City of Alhambra would consider adding to the noise by approving another heliport (or that it has already done so).

4.3.3 add yard maintenance (lawn blowers)

5. analysys

There are 2 railroads, not "a railroad"

Add low altitude aircraft.

Add en route helicopters, orbiting helicopters

5.1 aircraft not infrequent, but virtually non-stop!!!

Again with "no airports?"

5.3 methodology

20 minutes minimum? How can this be when LDN incorporates measurements during the day, in the evening, and late night, each having different weighting?

INVENTORY OF SELECTED NOISE SOURCES IN ALHAMBRA

RESIDENTIAL

STEREOS/ GHETTO BLASTERS/ TV
COMMERCIAL/ INDUSTRIAL USES
LAWN MAINTENANCE/ LAWN BLOWERS
POWER TOOLS
LARGE PARTIES
DOGS BARKING EXCESSIVELY
CATS MATING/ FIGHTING

AUTOMOBILE: STATIONARY/ MOBILE

HORNS USED FOR SIGNALING FAMILY MEMBERS
ENGINE TUNE-UPS/ WARM-UPS
CAR STEREOS
RECKLESS DRIVING/ SQUEALING TIRES
MODIFIED MUFFLERS/ EXTRACTOR MUFFLERS

FIREWORKS

CITY DISPLAYS: PARKS/ FOOTBALL GAMES
INDIVIDUAL WHISTLING, EXPLODING FIREWORKS

AIRCRAFT

JETS USING AIRWAYS
HELICOPTERS USING AIRWAYS
ORBITING TRAFFIC, SURVEILLANCE HELICOPTERS
PROPELLOR AIRCRAFT OPERATING OUT OF EL MONTE
BUZZING AIRCRAFT TOWING ADVERTISING BANNERS
MILITARY TURBO HELICOPTERS
(M.P.P.D. ULTRALIGHT--NOT IN SERVICE NOW)

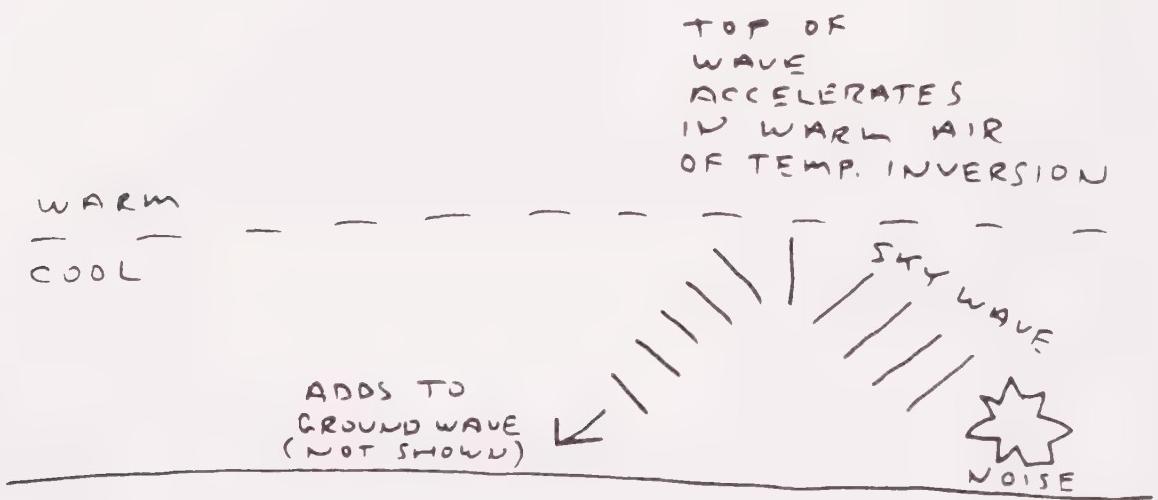
RAILROADS

CONSTRUCTION/ SANDBLASTING
TREE TRIMMING/ SHREDDING
STREET MAINTENANCE/ UTILITIES EXCAVATIONS
RUBBISH PICK-UP
ICE CREAM VENDORS
VEHICLE P-A SYSTEMS (OCCASIONAL)
SHOTGUN REPORTS FROM WHITTIER NARROWS
CROWS

5.4 noise contours

The underlying assumption is that sound decreases with distance. In particular, sound radiates out from a point source as an ever expanding circle (or sphere), decreasing as $\frac{1}{(\text{radius})^2}$

Such an assumption overlooks the contribution to noise made by the sky wave component, or noise that first moves upward, then back downward. This is caused by a temperature inversion, in which different parts of the sound wave train propagate with different velocities. (See diagram below). Such sky wave return is additive, so that noise decreases away from the source, but not as rapidly as the $1/r^2$ assumption predicts. Distant noise from the skeet ranges in Whittier Narrows is regularly heard at my house. That is why the discussion in the General Plan about rows of homes serving as noise barriers for other homes is fallacious. The I-10 freeway is south of my house, yet I regularly experience freeway noise on the north side of the house--from skywaves bouncing off the house across the street and into my living room.



5.5 summary

Airports: none is wrong!!!

No flight corridors? There are 3! They come together over Alhambra at an intersection designated AMTRA. Enclosed with this critique is a Los Angeles Terminal Chart (additional copies available from Mason Maps in San Gabriel). How did the consulting firm miss this?

Occasional aircraft noise? Wrong again! It hardly ever ceases.

Just why did the City of Alhambras approve a helipad at Santa Fe International (Freemont & Mission)? Its only use is to haul around pezzocannoni (big shots) to the detriment of the rest of us. Why is another helipad being considered in this noise-impacted city?

EXPOSURE OF ALHAMBRA
TO AIRCRAFT NOISE AND
HAZARDS

MISCELLANEOUS FLIGHTS

MEDIUM ALTITUDE
AIRWAY TO AND FROM
HOLLYWOOD-SURBANK

N-S AIRWAY

HEAVIEST USAGE DURING
RAIN AND WHEN WIND
IS EASTERLY

AIRWAY TO EL MONTE
APPROACH PATTERN

Alhambra

DESIGNATED HELICOPTER
ROUTE

INBOUND ROUTE TO LAX
USED LATE NIGHT AND
EARLY MORNING HOURS

LAX OUTBOUND
POWERED TAKEOFFS
AND CLIMB TO ALTITUDE

INTERSECTION

AMTRA

LOW ALTITUDE HOLDING
PATTERN (LAX)

BANNER TOWING PLANE
WITH BUZZING ENGINE
CROSSING REPEATEDLY

747 Sprays Area With Metal Bits

By JOHN SCHENK
Staff Writer

It was shades of Chicken Little Saturday when residents over a two by four block area in San Gabriel county territory heard and saw pieces of metal dropping out of the sky as if from nowhere.

Sheriff's deputies at the Temple station said at least 12 persons called in about 12:40 p.m. to report the shiny fallout which turned out to be pieces of engine cowling from a passing TWA 747.

Eighteen pieces of "sheet metal with a kind of radiator type insulation on the inside," as one deputy described them, were retrieved from a residential area just south of Duarate Road and west of Rosemead Boulevard, officials said.

Edward Castle, an off-duty fireman, said he looked up and "all of a sudden the sky was loaded with debris. It was eerie watching the stuff floating down like paper in the wind." Castle said one piece landed

Continued on Page A3

Jet Metal Bits Fall

Continued from Page A1

about 12 feet from him.

There were no injuries or damage from the pieces which fell into gardens and yards and, in one case, onto a garage roof, Sgt. James Corrigan said. Authorities said the largest fragment measured about five feet across.

A federal Aviation Administration official said the crew of the New York bound

plane was aware of the incident but decided to continue on to Kansas City.

The crew and passengers changed planes in Kansas City where TWA's maintenance headquarters are located.

An investigation of the mishap was ordered by the National Transportation and Safety Board.

STAR NEWS 5 MAY 74

ECON DEV

(I have a peripheral interest, only)

Sears retail store is difficult to reach through traffic, over pitted streets...

Redevelopment: in the late 1960's downtown Alhambra was a wonderful shopping area, but already some bad planning decisions had occurred, such as the demolition of the high school auditorium, an important city gathering place, for commercial use (=Super A), and the demolition of the library--again for commercial use, but without success. I believe that there was a moratorium on making improvements, so a "blighted" area was created which "needed redevelopment." Somehow Canadian capital (Sutter Hill, Ltd.) was attracted to the downtown area, but the overall result was enough empty stores for a Gypsy convention.

When Zodys first came to Alhambra, some of my neighbors put their house for sale in anticipation of decline. I thought they were ignorant bigots, but now I regard them as uncommonly perceptive.

Grocery warehouse is an ideal solution to the supermarket wars and competition with Von's and its predecessor, but it sure attracts some evil people, who case my neighborhood on their way to and from the store.

What is the role of SCAG in events in Alhambra? It was my recollection that SCAG was originally formed to coordinate regional solutions to problems that extended beyond city boundaries, to prevent waste and duplication, and the like. Because many things that have taken place in Alhambra seem exotic in origin, I must wonder what part outside forces, of which SCAG is the most visible (but still pretty much of an unknown), play in directing Alhambra's present and future.

11. Sign ordinance

Should address itself to a sign towed by a buzzing aircraft on most afternoons.

12. Underground utilities

More torn up streets

More levies on homeowners

(I am a city kid. I like to see wires!)

Underground utilities are o.k. for horsey, millionaire suburbs.

13. Master plan of street trees? Why not summarize it here?

14. Park acquisition

Alhambra is short of recreational land, critically so.

19. Hazardous wastes

(Don't forget the old landfill at Mission & Chapel, and any others that there might be)

11. Library branch

one is needed in Almansor Park, not in the location cited, which is already close to the downtown library.

23. schools for recreation

restrictions on use: hours available, conditions for use, suitability for recreation

p. 10 Distinguish between open space and recreational space.

Transportation space was formerly zoned T, thinking of the median of the S.B. freeway, near Ramona Convent, once accessible by tunnel for loading train cars.

p.11, item 2, Mark Keppel High School

The school is badly located, being exposed to freeway and aircraft noise and the attendant safety hazards, yet Alhambra is critically short of schools. There is now a search underway for another high school site even with Keppel still in use. Building of 1 or 2 more high schools is another levy on the long time residents of Alhambra.

5. Industrial park

planners used to love R & D facilities, but have recently learned that these industries without chimneys are major polluters of underground water basins and sewer systems.

6. Fiscal impacts

good to consider

include costs of new schools, auto insurance increases, medical costs, and other externalities

p.12 noise

1. Mark Keppel already has a completed barrier
2. L.B. freeway completion will add skywave noise
3. 45 dB level in Uniform Building Code is level at which sleep disturbance occurs in persons of normal hearing
5. Helicopter flight paths over freeways

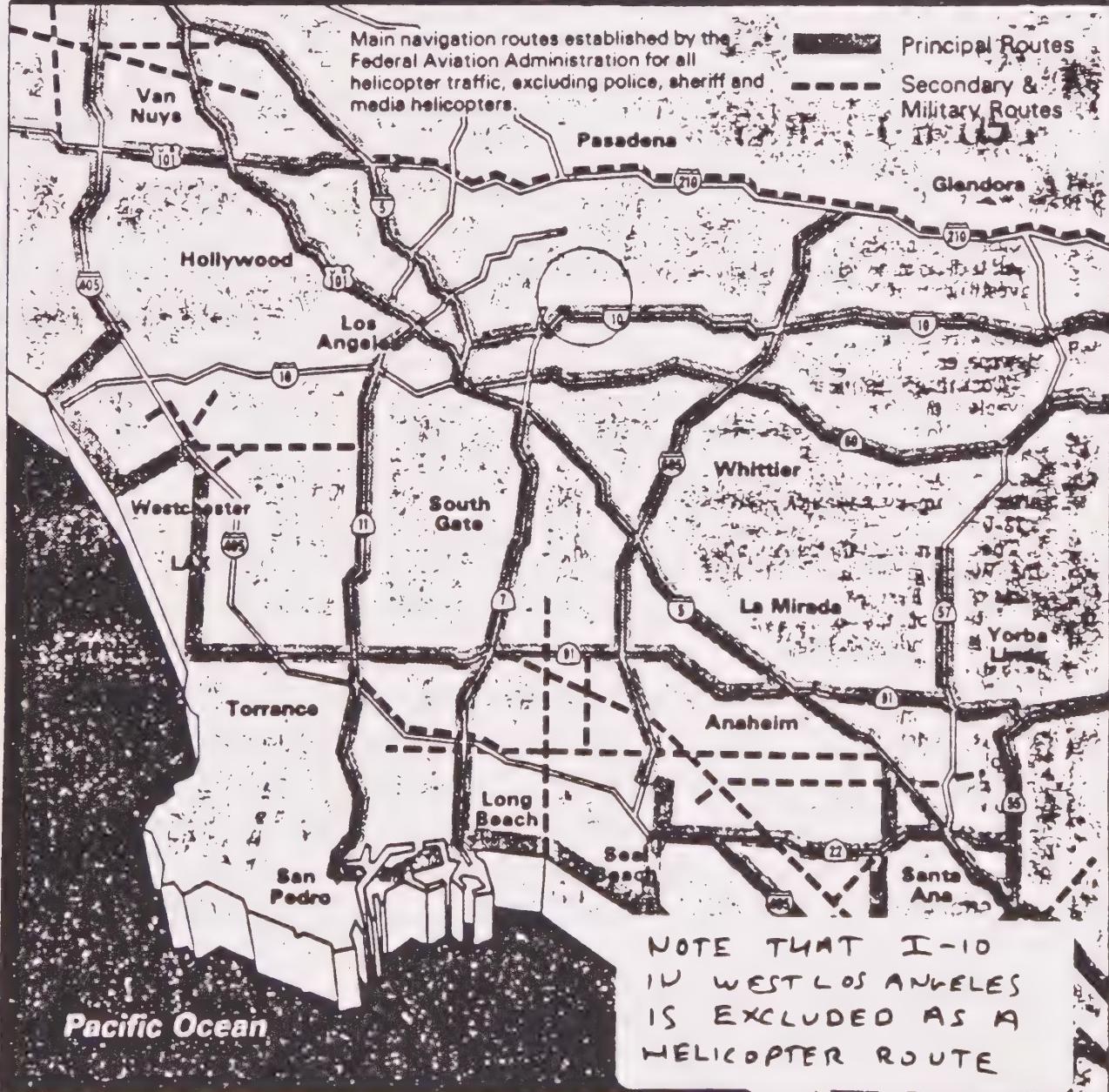
No! No! No!

That is a major source of noise. The included map of helicopter routes shows that a Los Angeles City Councilman from west L.A. succeeded in banning flights over the Santa Monica Freeway. Traffic monitoring involves TV cameras and pavement sensors. At present, helicopters are used to fly bank records from Rosemead over my neighborhood. The bank wanted to use the helicopters throughout the early morning hours. That activity can well be conducted with surface vehicles at off-peak travel times. Where is the voice of Alhambra City

LA TIMES
6 DEC 84

Los Angeles Times

Helicopter Routes in the Los Angeles Area



Government in speaking out on behalf of city residents against this noxious enterprise?

9. noise ordinance

Addresses only stationary sources. Noise is a vast problem, but depending on the noise ordinance is a half-vast solution.

Community education could do much to alleviate noise. I get the feeling my neighbors think I envy and admire them for making their tires squeal, their mufflers roar, and their ghetto blasters throb with hard rock.

11. hours for construction noise

I have experienced this at 11 P.M. Sunday night, but didn't report it because (1) I couldn't believe it, and (2) didn't know exactly where it was coming from.
(Turned out to be a restaurant being renovated)

Add yard maintenance. Power equipment is heard every daylight hour, every day of the week. On vacation at home I have been treated to 4 different garden crews in the same day. Some crews begin before 7 A.M., and others prefer 7 P.M. (Regulate via business licenses).

Now that local dumps have closed, trash collection begins before 7 A.M. to compensate for the added travel time.

12. enforcement

Should be by P.D., not city hall, since funding for code enforcement is an uncertainty, since city hall is not open nights and weekends, and since some code enforcement officers have the talent for provoking fights and have to be assisted by the P.D. after all.

This activity takes up far too much police time at present. Let's get with the community education on noise.

II. Demographics

p.2 Alhambra's western border adjoins El Sereno, not East Los Angeles

p.3 population trends

to what extent did population growth involve annexations?

V. Infrastructure

sewer master plan, water plan...why separate from the General Plan?

(electricity: brownouts, voltage drops common)

add streets, curbs, sidewalks...

p.26 Schools(part 2)

development fees seem vastly inadequate

p.38 Planning area 8

modification of homes has, in many cases, changed the character of the neighborhood from an open post World War II tract to a collection of 2-storey structures which block the view and inhibit air flow

proposed higher density use, including higher traffic densities, will change the character of SE Alhambra for the worse

increase in renter-occupied homes suggests blight

VIII Land use alternatives

Add concept E...phase out residential use, convert to industrial and other non-residential use.

The reason: severe aircraft noise impact

IX Circulation

An earlier environmental impact statement for the completion of the LB freeway projected an increase in N-S traffic from 30,000 to 90,000 vehicles per day. To the extent that the freeway's completion is expected to affect Valley Blvd. and Mission Rd. the projections in the General Plan may be too low.

X. Noise.

p.73 state govt. code mentions aviation noise. Why didn't the consultants making noise measurements find it?

p.74 100dB is not the highest sound level possible

p.75 mentions 120, 110dB

p.77 physiological effects

this is old information...see L.A. Times report of recent findings on the effect os aircraft noise on health.

p.78 Public reaction

add to the list: Enhanced interest in the workings of city government and its failure to remedy the problem.

indicate that the reactions on the chart are those of persons afflicted with normal hearing

p.79 Noise ordinances

woefully inadequate, inasmuch as they ignore noise from transportation without providing for liason with regulatory agencies. (State, Federal)

EPA/FHWA generally ineffective by design

EPA lacked noise measuring apparatus when there were complaints about RR noise in Alhambra

FHWA is generally an advocate for highway transportation.

2.1 review of noise complaints (p.83)

Where does an Alhambra resident complain? Some go to the P.D., some to various parts of City Hall.

What is the policy on the number of calls or letters needed to make a complaint official?

Noise measurement instruments:directional or omnidirectional microphone?

p.85 Railroad noise data
from P.R. office of S.P.
Wow!

Analogous to making fox the security consultant to a hen house...

There have been, and may be again in the future, as many as 24 trains per day.

(The S.P. has been working to build a coast to coast system. Thankfully, they have had setbacks. If they yet succeed, rail noise will be an even greater problem than it now is, not to forget the safety aspects).

Some trains are 4 miles long--from the east to the west city limits of Alhambra--however many cars that adds up to.

Although some trains move rapidly through, others move slowly, exposing the adjoining neighborhoods to noise for extended times.

p.57 Site 5

If the row of homes adjoining the freeway acts as a noise barrier, why do I, living 3 blocks north, hear the noise so clearly? (answer: sky wave propagation, with noise being returned to the ground by the temperature inversion.

Site 4 Proposed helipad
No more avoidable noise sources!

Overall: noise measurements seem to have been of too brief a duration to obtain weighted values for evening and overnight noise. Measurements took place without getting readings for trains, helicopters...

BY LOIS TIMNICK
Times Human Behavior Writer

18 Feb 78

Children born to parents living under the landing pattern of Los Angeles International Airport are much more likely to suffer birth defects than those of families in other parts of Los Angeles County, a new UCLA study shows.

Researchers found the rate of abnormal births is 61% higher among blacks and 37% higher among whites in this area than in the rest of the county. They suspect the cause is stress suffered by pregnant women repeatedly exposed to the noise of jet aircraft overhead.

The area included in the study is bounded approximately by the airport to the west, Vermont Ave. to the east, Arbor Vitae St. to the north and Imperial Hwy. to the south.

F. Nowell Jones, UCLA psychology professor, and Judy Tauscher of the UCLA School of Public Health ana-

lyzed county birth records for 1970 through 1972.

They found 30 abnormal births among the 2,545 black children born to mothers living in the airport area, compared with 348 abnormal births among the 47,389 black children in the remainder of the county. This translated into an abnormal birth rate of 1,183 per 100,000 births in the airport area, compared to the county-wide rate of 737 per 100,000.

The researchers found 30 abnormal births among the 2,522 white children born to families in the airport area, compared with 1,493 out of 172,690 births in the rest of the county. This is a rate of 1,190 per 100,000 in the airport area, compared to 868 per 100,000 in the rest of the county.

The abnormalities included hare-lips, cleft palates, anencephaly (miss-

Please Turn to Page 2B, Col. 1

LA TIMES

18 FEB 78

Study Finds Suspected Link of Jet Noise to Birth Defects

Continued from First Page

ng brain) and spina bifida (a defect in the spinal cord's bony enclosure). An additional six cases of polydactylism (extra fingers and toes) occurred among black infants but were excluded from the statistics. The researchers said these cases were excluded because the defect is known to be related more to heredity than to environment, and they wanted to measure defects with strong environmental ties.

Blacks were considered separately from whites because birth defects, excluding polydactylism, are found more frequently in whites than blacks. Jones said he has no idea why the normally lower rate among blacks should have equaled that of whites in the landing pattern area.

The researchers admit that their study does not prove that jet landing noise causes malformations in newborn children. An alternative possibility is that jet engine air pollutants are responsible.

Data collected by the Los Angeles Air Pollution Control District, however, showed no higher levels of carbon monoxide in the target area than in control locations, including downtown Los Angeles. Excessive amounts of particulates were found, mostly produced during taxi and takeoff, but the researchers said they know of no evidence linking combustion particulates with birth defects.

On the other hand, there is already much evidence that noise can produce such malformations by placing stress on the mother. Anything stressful, particularly in the early stages of pregnancy, is thought to inter-

rupt the development of the fetus. And even very brief interruptions, Jones said, can cause abnormalities.

"We know noise causes defects in rats," Jones said. "If noise were (treated like) saccharine, it would be barred. Noise is an effective teratogen (monstrosity-producer) when applied to pregnant rats."

The UCLA study is the first to suggest a link between Los Angeles airport noise and birth defects, Jones said. (A 1974 study of the same area showed that the noise levels there served as a "stressor" by causing disturbances in sleep patterns.)

Similar studies in England have shown a higher still birth rate in Hounslow, a district beneath the Heathrow (London) airport traffic pattern. And in Japan, babies born to mothers living under the noisy Osaka airport were found to be of relatively low weight, presumably because of the stress factor.

"If our results are not finally conclusive, they cannot be dismissed out of hand either," wrote Jones and Tauscher. "The result is at least plausible and, when placed in a public health context with its implications for human welfare, leads us to recommend great caution in permitting the elevation of noise levels in any inhabited areas until considerably more information is available."

Results of the study, which was supported by UCLA and the U.S. Public Health Service, are to be published in the forthcoming issue of the Archives of Environmental Health.

Where are they?

(1975 General Plan had a short bibliography, although the references listed seem not to have been used very much).

IT WOULD BE HELPFUL TO HAVE A LIST OF OTHER CITY
MASTER PLANS WHICH BEAR ON THE GENERAL PLAN AND
VICE VERSA, VIZ: (APPROXIMATE OR PRESUMED TITLES)

PUBLIC SAFETY

WATER AND SEWERS

STREET TREES

STREETS AND HIGHWAYS

RECREATION

SCHOOLS

REDEVELOPMENT



City of Alhambra

Fire Department

301 North First Street
Alhambra, California 91801-2495

Business Phone: (818) 570-5190
Fire Prev. Bureau: (818) 570-5193

FDI 301-01



OFFICE OF
ROBERT G. TOLLADAY
CHIEF OF FIRE DEPARTMENT

December 24, 1985

Mr. Donald Cotton
Cotton/Beland Associates
1028 N. Lake Avenue, Suite 107
Pasadena, CA. 91104

Re: Environmental Impact Report on Alhambra's
Proposed General Plan

The Alhambra Fire Department has reviewed the draft Environmental Impact Study on the new General Plan. We find it represents the views of our Department and agree with the findings as presented in the draft.

Any future contacts with the Fire Department regarding this report should be directed to me, James Ballard at 570-5192 or 301 N. First Street, Alhambra, CA. 91801.

Sincerely,

James A. Ballard
Fire Marshal
Fire Prevention Bureau

100 HUNTINGTON DRIVE, CITY HALL, SAN MARINO, CALIFORNIA 91108

(818) 300-07

CITY OF SAN MARINO

January 2, 1986

JAN 04 1986

COPIED

Mr. Donald Cotton
Cotton/Beland Associates
1028 North Lake Avenue, Suite 107
Pasadena, California 91104

Dear Mr. Cotton:

Mr. David Carmany, the Assistant City Manager of Alhambra, has transmitted to us a copy of the Draft Alhambra General Plan and a Notice of Preparation of a Draft Environmental Impact Report for our review and comments. We also received a copy of the Environmental Checklist Form for the project.

We have reviewed the above-mentioned documents, and we perceive no adverse effects upon the City of San Marino.

If further contacts are needed with San Marino, such contacts should be made with the City Manager.

Sincerely,

Allen B. Stephenson
Allen B. Stephenson
City Manager

ABS/lsc

cc David Carmany, Assistant City Manager, Alhambra

X. NOTICE OF PREPARATION AND INITIAL STUDY

NOTICE OF PREPARATION

To: Responsible Agencies From: City of Alhambra
(Lead Agency)

Community Development Dept.

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The City of Alhambra will be the Lead Agency and will be responsible for the preparation of an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

The project description, location and the general focus of environmental impact are contained in the attached materials.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 45 days after receipt of this notice.

Please send your response to the firm contracted by the City for the preparation of the environmental impact report at the address shown below. The name of a contact person in your agency should be provided in your response.

PROJECT TITLE: Draft Revised General Plan for the City of Alhambra

PROJECT APPLICANT: City of Alhambra

DATE: November 26, 1985

Signature: Donald Carmay

Title: Assistant City Manager

Telephone: (818) 570-5041

Send responses to: Mr. Donald Cotton
Cotton/Beland Associates
1028 North Lake Avenue, Suite 107
Pasadena, California 91104



City of Alhambra

Housing and Community Development Department

111 South First Street • Alhambra, California 91801
Gateway to the San Gabriel Valley (818) 570-5034

January 13, 1986

To: Responsible Agencies and Interested Parties

RE: Draft Environmental Impact Report
Alhambra General Plan Revision

The City of Alhambra has completed a Draft Environmental Impact Report for the revision of the City's General Plan. The document is enclosed for your review. Please submit any comments you may have to:

Mr. Donald Cotton
Cotton/Beland Associates
1028 North Lake Avenue, Suite 107
Pasadena, California 91104

Due to the time limits mandated by State law, your response should be sent as soon as possible, but in any event, no later than 45 days after receipt of this notice.

Sincerely,

David Carmany
Assistant City Manager

ENVIRONMENTAL CHECKLIST FORM

I. BACKGROUND

1. Name of Proponent City of Alhambra
2. Address and Phone Number of Proponent:
111 South Front Street
Alhambra, CA 91801
(818) 570-5041
3. Date of Checklist Submittal _____
4. Agency Requiring Checklist _____
5. Name of Proposal, if applicable City of Alhambra
Alhambra General Plan

II. ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and maybe" answers are required on attached sheets.)

- | | YES | MAYBE | NO |
|---|-----|-------|----|
| 1. Earth. Will the proposed result in: | | | |
| a. Unstable earth conditions or in changes in geologic substructures? | — | — | X |
| b. Disruptions, displacements, compaction or overcovering of the soil? | — | X | — |
| c. Change in topography or ground surface relief features? | — | X | — |
| d. The destruction, covering or modification of any unique geologic or physical features? | — | — | X |
| e. Any increase in wind or water erosion of soils, either on or off the site? | — | X | — |
| f. Change in deposition or erosion of beach sands or changes in siltation, deposition or erosion which may modify the channel or a river or stream or the bed of the ocean or any bay, inlet or lake? | — | — | X |
| g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? | — | — | X |
| 2. Air. Will the proposal result in: | | | |
| a. Substantial air emissions or deterioration of ambient air quality? | X | — | — |
| b. The creation of objectionable odors? | — | — | X |
| c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? | — | X | — |

YES MAYBE NO

3. Water. Will the proposal result in:

a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?

— — — X

b. Changes in absorption rates, drainage patterns or the rate and amount of surface runoff?

— — — X

c. Alterations to the course or flow of flood waters?

— — — X

d. Changes in the amount of surface water in any water body?

— — — X

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

— — — X

f. Alteration of the direction or rate of flow of ground waters?

— — — X

g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

— — — X

h. Substantial reduction in the amount of water otherwise available for public water supplies?

— — — X

i. Exposure of people or property to water related hazards such as flooding or tidal waves?

— — — X

j. Significant changes in the temperature, flow, or chemical content of surface thermal springs?

— — — X

4. Plant Life. Will the proposal result in:

a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?

— — — X

b. Reduction of the numbers of any unique rare or endangered species of plants?

— — — X

	YES	MAYBE	NO
c. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	—	—	X
d. Reduction in acreage of any agriculture crop?	—	—	X
5. Animal Life. Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	—	—	X
b. Reduction of the numbers of any unique, rare or endangered species of animals?	—	—	X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	—	—	X
d. Deterioration to existing fish or wildlife habitat?	—	—	X
6. Noise. Will the proposal result in:			
a. Increases in existing noise levels?	X	—	—
b. Exposure of people to severe noise levels?	—	—	X
7. Light and Glare. Will the proposal produce new light or glare?	—	X	—
8. Land Use. Will the proposal result in substantial alteration of the present or planned land use of an area?	X	—	—
9. Natural Resources: Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	X	—	—
b. Substantial depletion of any non-renewable natural resource?	—	—	X

YES MAYBE NO

10. Risk of Upset. Will the proposal involve:

a. A risk of an explosion or the release of hazardous substances (including but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?

X

b. Possible interference with an emergency response plan or an emergency evacuation plan?

X

11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?

X

12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?

X

13. Transportation/Circulation. Will the proposal result in:

a. Generation of substantial additional vehicular movement?

X

b. Effects on existing parking facilities, or demand for new parking?

X

c. Substantial impact upon existing transportation systems?

X

d. Alterations to present patterns of circulation or movement of people and/or goods?

X

e. Alterations to waterborne, rail or air traffic?

X

f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?

X

14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

a. Fire protection?

X

b. Police protection?

X

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>
c. Schools?	X	—	—
d. Parks or other recreational facilities?	X	—	—
e. Maintenance or public facilities, including roads?	X	—	—
f. Other governmental services?	X	—	—
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	—	—	X
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	—	—	X
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	—	—	X
b. Communications systems?	—	—	X
c. Water?	X	—	—
d. Sewer or septic tanks?	X	—	—
e. Storm water drainage?	—	—	X
f. Solid waste and disposal?	—	—	X
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	—	—	X
b. Exposure of people to potential health hazards?	—	—	X
18. Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of any aesthetically offensive site open to public view?	—	—	X
19. Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	X	—	—

YES MAYBE NO

20. Cultural Resources.

a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?

X

b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?

X

c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

X

d. Will the proposal restrict existing religious or sacred uses within the potential impact area?

X

21. Mandatory Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

X

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

X

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.

X

d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

X

III. DISCUSSION OF ENVIRONMENTAL EVALUATION

- 1.b. (Maybe) Because the plan as proposed encourages growth, development and redevelopment in some areas, there may be temporary disruptions, displacements, compaction or overcovering of the soil. This impact is not considered significant.
- 1.c. (Maybe) Because the plan as proposed encourages growth, development and redevelopment in some areas, there may be minor changes in the topography or ground surface relief features. However, Alhambra is a "built-out" city and there is little vacant land; therefore, the impact is not expected to be significant. In addition, Alhambra has a grading ordinance which establishes standards and criteria for grading activities, and thus monitors these processes.
- 1.e. (Maybe) There is the potential for wind or water erosion of soils as redevelopment and infill occurs. However, each development project will be reviewed on an individual basis and the need for standards for wind and water erosion will be reviewed for each project.
- 2.a. (Yes) The 20-year plan, as designed, encourages intensification of land uses, infill, and widening of streets, which will result in more people and more traffic. Consequently, a deterioration of ambient air quality may be expected.
- 2.c. (Maybe) Although the plan proposes an intensification of land uses, the sum of which could potentially alter air movement, moisture or temperature, this impact is not anticipated to be significant.
- 3.b. (Maybe) Since the plan promotes growth development and redevelopment, there is the potential for change in absorption rates, drainage patterns or the rate and amount of surface runoff. This impact is not anticipated to be significant.
- 3.c. (Maybe) During construction there may be short-term erosion problems resulting in discharge into surface waters. The impact of this change is not considered significant.
- 6.a. (Maybe) The plan encourages intensification of land uses, growth, development, redevelopment and widening of streets in some areas. This increase in people and street traffic carrying capacity may result in higher noise levels.
7. (Maybe) Individual projects will undergo a City architectural review and will be evaluated for their impact at that time.

8. (Yes) The land use plan will result in a long-term transition in selected areas from single-family development to multi-family development. These changes could be considered a substantial alteration of the present land use in some areas.
- 9.a. (Yes) The plan encourages growth, development and redevelopment in selected areas and, as such, there will be an increased need for water. However, the impact on the overall water supply is not anticipated to be significant, given the existing water supply.
11. (Yes) Implementation of the plan could alter the location, distribution, density and growth rate of the human population of the area.
- 13.a,b,c (Yes) The plan proposes intensification of land uses in selected areas and increased carrying capacity of streets. Additional vehicular movement is anticipated to occur and has the potential to be significant. Present circulation patterns may be altered.
- 13.f. (Maybe) The plan calls for intensification of land uses, which could potentially increase traffic hazards to motor vehicles, bicyclists or pedestrians. However, the plan anticipates to increase capacity and upgrade the roads, so the potential for hazards is not considered significant. In addition, hazards will be diminished through police action and specifications for roadway development.
- 14.a.-f. (Yes) The plan proposes intensification of land uses which will increase population and will increase the demand for public services. This increase may be significant.
16. (Yes) Although an adequate water supply is available, substantial capital involvement may be required in the City's water system facilities to meet projections of "build-out" under the proposed General Plan.
19. (Yes) Under the plan, proposals for land intensification and changing demographics will result in an increase in population. This increase may result in an increased need for recreational opportunities. The impact of increased population and population location on recreational opportunities should be assessed.

IV. DETERMINATION

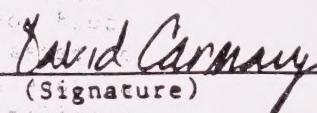
On the basis of this initial evaluation, the result
is as follows:

I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date November 26, 1985



Name: David Carmany

Title: Director of Housing and
Community Development
Organization: City of Cleveland Housing and Community Development

I certify that the above findings are true and correct to the best of my knowledge and belief.

I further certify that the attached sheet contains a brief description of all direct, indirect, and cumulative impacts of the proposed action on the environment.

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